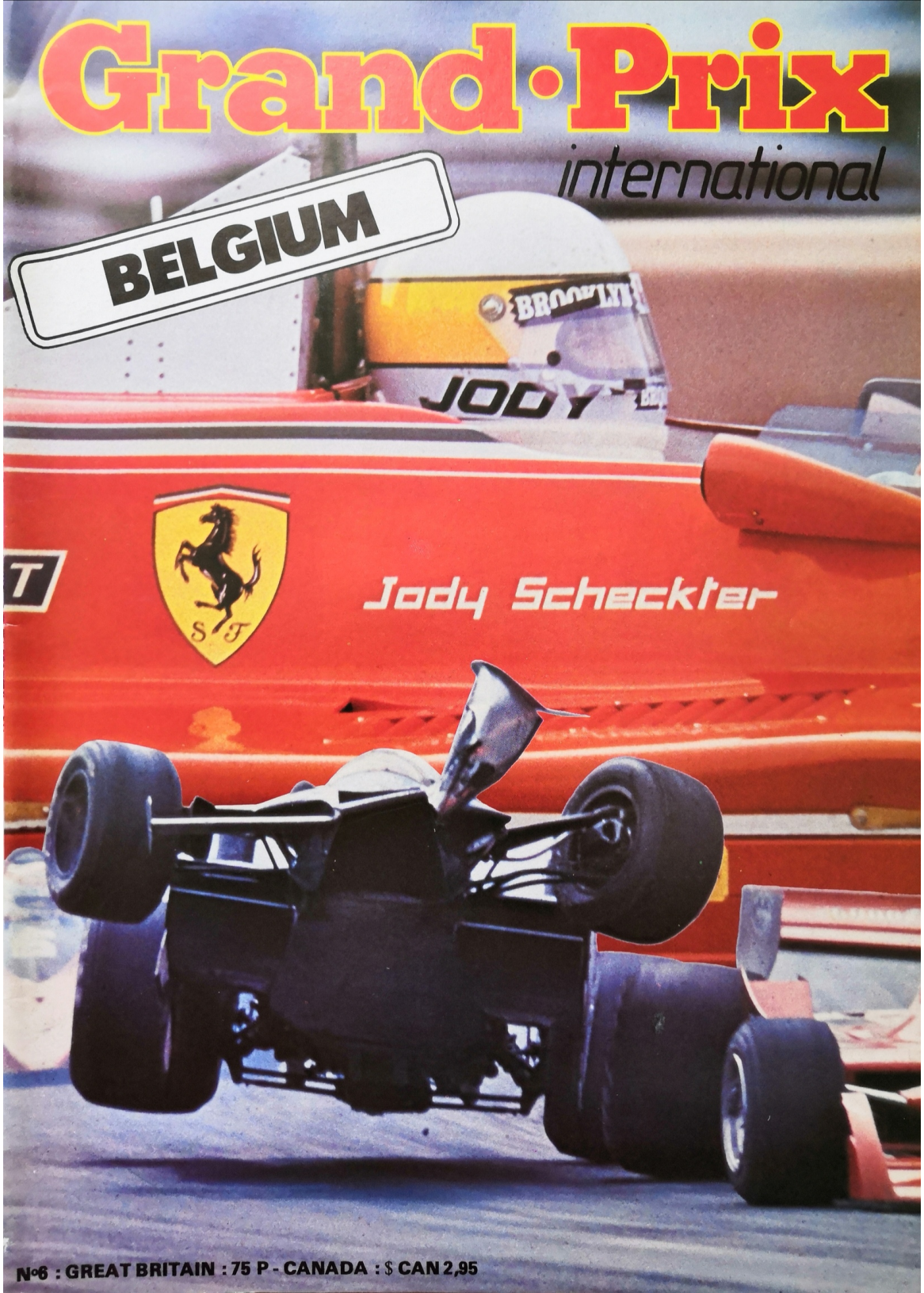
Grand·Prix international

BELGIUM



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COVER PICTURES

Above: *Jody Scheckter, winner of the Grand Prix.*

Below: *the De Angelis-Giacomelli accident. Photo: Yann Arthus-Bertrand (Canon).*

161,500 copies of this issue have been published.

POOR ALAN

Frank Williams scarcely seemed to be a live. He was finally heading for his first win. But his slight frown and worried look showed that he still didn't believe it. He could only hope, as he had hoped for the last ten years. Alan Jones had led the Belgian Grand Prix for 16 laps now. While one could be happy for Frank Williams, one felt the same for brave Alan Jones. Ever since he joined the Williams team at the start of the season last year, he has never really been rewarded for his great efforts which he demonstrated race after race, with rare perseverance and never ending courage. Many times excellent results have aluded him, yet he has never lost his determination and enthusiasm. It was to reach a peak in Belgium. At the start of the season, Jones was still using the 06 which had been outdated by the modern wing-car generation, yet he showed the extraordinary qualities of the car with an excellent third place at Long Beach. After a fine debut with the new car at Jarama, Jones knew that he could do well at Zolder. And for over 16 laps, his car lived up to his hopes.
But the seventeenth lap never ended. There was a sad ending to the green and white dream. And Alan has to Wait again.

GRAND PRIX INTERNATIONAL IS DISTRIBUTED BY SEYMOUR PRESS LTD. 334 Brixton Road-London SW9-7AG. Telex: 8812945 Seypress London. CHIEF EDITOR: Eric Bhat. COLLABORATOR: Lionel Froissart. ASSISTANT EDITORS: Bob Constanduros. CONTRIBUTOR: Maurice Hamilton. ARTISTIC DIRECTOR: Marc Tournaire. Editorial Secretary: Martine Fréour. ILLUSTRATIONS: Nicolas Géron. PHOTOGRAPHERS: A + P, Bernard Asset, Harald Strebelle, Laurent Legrand. Camera CANON. GRAND PRIX INTERNATIONAL is published by S N E P. PUBLISHING DIRECTOR: Michel Hommell. ASSISTANT DIRECTOR: Gérard Lips. EDITORIAL ADMINISTRATION: 7, rue de Lille, 75007 Paris. Tel.: 260.34.65. ADVERTISING: Profil 18/30, 7, rue de Lille, 75007 Paris. Tel.: 260.34.65. COMMERCIAL DIRECTOR: Philippe Méchin. PHOTO SETTING: Typo-Elysées. Compotronic. PHOTOGRAVURE: RPM. DISTRIBUTED IN ITALY by: ME PE. via Carcano 32 20141 Milano. Tel.: 02/8438141. DISTRIBUTED IN GERMANY: W.E. Saarbach GmbH 5000 Köln 1. Postfach 10 1610 Follerstrasse 2. Tel.: 0221/244631. Telex: 8881067. DISTRIBUTED in France by: NMPP. Distributed in Belgium by: A.M.P. 103, rue de la Petite-Ile, Brussels. DISTRIBUTED in Argentina, Brazil, South Africa, Canada, U.S.A., Holland, Spain, Switzerland, Sweden by: G.I.H. PRINTED IN FRANCE by: Didier Lizy-sur-Ourcq, Montlouis Clermont-Ferrand. Commission Paritaire: 61611.

The paddock in Zolder

"CANDY" TO TYRRELL'S AID

The horizon cleared in one fell swoop for Ken Tyrrell whose cars flew the flag of a silent supporter at Zolder: Candy. It was known that the English constructor had been talking to sponsors in Saudi Arabia and in Italy, and it was the latter who finally came up trumps. Candy is a firm that makes washing and cleaning machines. The agreement between Tyrrell and Italian firm runs until the end of 1980 which will permit Ken to compete for the next two seasons without worry. And maybe this support will accelerate the development of the revolutionary suspension system that Janier and Pironi are so looking forward to using.

LAUDA TALKING TO RENAULT?

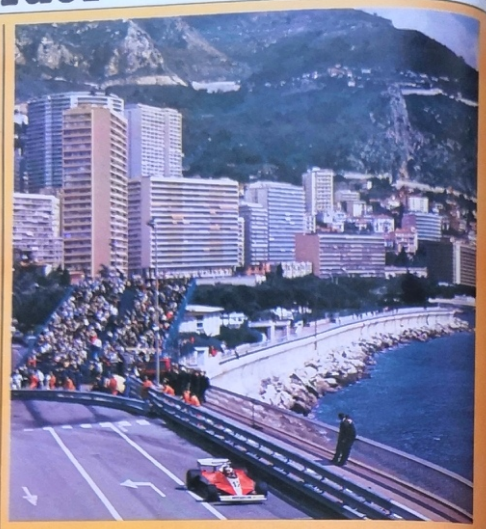
The rumours have flying for some weeks now, and they began to do the rounds again at Zolder. Niki Lauda, who has great confidence in the potential of the Renault Formula One car, has been having talks with team manager Gerard Larrousse. But could the latter ever chose a driver from outside the seven strong French Formula One contingent?

GPDA REBORN?

The fire has been simmering for a few weeks now, perhaps even a few months. The drivers, or more precisely a number of them, want to revive the GPDA (Grand Prix Drivers Association) which was integrated (or eaten up) by FOCA a couple of years ago. In fact the drivers want to have a way of making themselves heard, at least more than they are currently. They have several subjects to talk about. Former Formula Three driver François Mazet has been asked to organise a "behind closed doors" meeting at Monaco for all drivers. Furthermore it's said that Mazet has been asked to be the secretary of an eventual drivers association. All that is in the future, but whatever, these ideas could form a third force between FOCA and FISA.

THE MECHANICS SPEAK UP

Everyone wants to have their say in Formula One, and the latest ones to pipe up are the mechanics. They want to draw up a charter concerning their working conditions, basically pointing out what could be better. The fact is that their task isn't always that simple. At Long Beach, for example, even though they had a large covered paddock, they had to take the cars outside every time they wanted to start an engine. Often the pits don't open onto the track, so they have to push the cars round the pits to get them onto the track. Furthermore, they consider that there are too many people in the pits who have no right to be there. And then there are other things, such as the toilets for example. When they've drawn up this charter, who do they give it to, FOCA or FISA?



THE NEW ARROWS AT ANDERSTORP

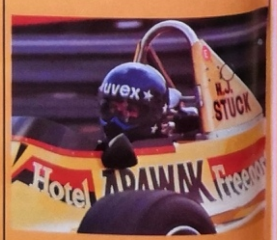
We were expecting to see the new Arrows (with inclined engine?) at Monaco, but its debut has been deferred: it will first appear at Anderstorp. "Monaco isn't an ideal circuit on which to try out a new car", Jackie Oliver told us. "We'd prefer to sort out the new car at Silverstone before it has its first race."

MONACO: PRE-QUALIFICATION

We thought we'd stopped talking about the unpleasant system of pre-qualifying, the rather cruel and unsporting way of cutting the field down to size. Unfortunately though, it's coming back, and no later than Monaco, the next Grand Prix. There are 28 entries for the round-the-houses event, and the organisers can only accomodate 24 to practice. With the agreement of FOCA, the Monaco Automobile Club have decided to organise two practice sessions. At first it was said that all those who hadn't scored points before Monaco would have to take part in these sessions. But then that was modified as follows: both Arrows, the ATS, Rebaque's Lotus, Merzario's car and Arnoux's Renault wil have to pre-qualify.
In any case, the pre-qualifying idea isn't very acceptable. All the above cars have taken part in every Grand Prix since the start of the season. They should have the same chance of practising as the others.

STUCK: A FLYER

At Zolder, Hans Stuck was using a Cosworth engine prepared by Zakowski, the man who prepares the Group Five Zakspeed Capri turbos. Zakowski prepares the cars for Ford of Germany. Hans Stuck was delighted with his engine: "I've never had such a good engine", he confirmed after he had had an excellent Grand Prix.



THE NEXT GRAND PRIX: MONACO

Monaco will soon ring to the sound of eight and twelve cylinder engines. This most traditional and most popular of Grands Prix takes place after Zolder this year, the opposite was true last year. The Ferrari T4s and Williams FW07 have shown promise, and if one listen to their drivers, they'll be particularly good in the streets, while the Ligier JS11s, once again according to the drivers, will be less so. Carlos Reutemann, who seems to like this type of circuit, could well do well in his Lotus 79.
Formula Three, Procar and a round of the European Renault 5 series will complete the programme.

TIMETABLE

Thursday 24th:

11 h – 12 h 30: official practice

14 h – 15 h: official practice

Saturday 26th:

11 h – 12 h 30: unofficially timed practice

14 h – 15 h: official practice

17 h 30: Formula Three.

Sunday 27th:

11 h 30 – 12 h: warm-up

15 h 30: Monaco Grand Prix.

Entry and stand prices

Thursday: 50 francs – everywhere.

Friday: free

Saturday: 40 francs (greens), 50 francs (spectator areas), 100 francs (un-numbered seats), 150 francs (numbered seats).

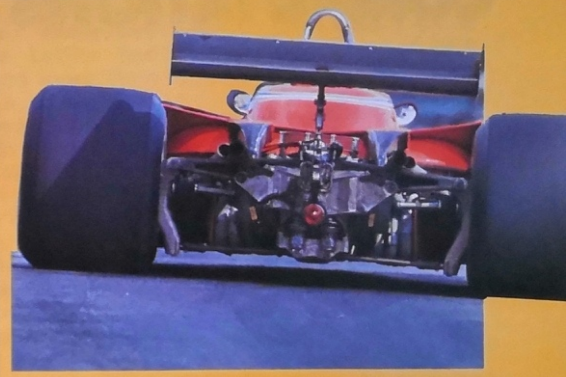
Sunday: 75 francs (greens), 120 francs (spectator areas). Stand prices vary from 150 francs to 350 francs according to area.

TESTING: LIGIER, FERRARI AND ALFA

The Wednesday and Thursday the week before the Grand Prix, Zolder was the scene of Formula One testing. However, there were numerous rain showers which cut down testing time considerably. Before going off the track, Patrick Depailler set the best time of 1'21"62, in front of Scheckter (1'21"76), and a promising Giacomelli, very happy with his Alfa Romeo (1'23"06). John Watson destroyed his McLaren M288 in an accident.

PRIX ORANGE AND CITRON: A PR EXERCISE?

The Prix Orange and Citron awarded by the IRPA (International Racing Press Association) journalists were presented to the winners at Zolder. The prizes are amusing cartoons from the pen of the Belgian illustrator Jean Graton. With these prizes, the IRPA journalists reward the most helpful and co-operative, and quietly mock the less friendly.
Mario Andretti, an enthusiastic public relations man, certainly for America (always relaxed and courteous, with a sense of humour, but never giving too much away) rightfully received the Prix Orange in the drivers' section. The Prix Citron was awarded to Jody Scheckter, sometimes brusque and rude, but still able to joke with all the dexterity that he drives his Ferrari T4. Jody collect his prize with good grace, showing a sense of humour that belied the prize that he was receiving.
"I want the names of all those who voted against me." he demanded with a smile that hid all the rudeness that had got him into the situation in which he found himself. And Jody went on to explain his behaviour. *"In fact, I tried really hard last year to win the Prix Orange. In spite of trying very hard, I didn't get it. Well, I don't know what's going to happen in the future, when I won't be trying so hard..."*



In the circuits sections, it was Le Castellet that received the favourable award, while the blame was put on Monza, and Hockenheim. The latter was organised last year by Bernie Ecclestone and FOCA. Was this a sign of the journalists' distaste for the powerful constructore association? Among the teams, it was Renault who were rewarded with the favourable title. The Renault team are always hospitable, and furthermore, they always explain, as far as possible, their problems. And Renault often provide the times for the non-timed sessions, so that one can find out who is going quickly before the timed sessions start.
Ferrari, on the other hand, received the Prix Citron. The IRPA journalists thought that they didn't receive enough information from the Scuderia, who always seem to be guarding their reputation when things are going badly, and become secretive when things are going well. Mario Piccinini, the Scuderia's sporting director, got his own back on Bernard Cahier, president of IRPA who is also involved in Goodyear's public relations. *"I thank you very much,"* said Marco. *"By rewarding Renault and Ferrari, you have picked out the two teams that are served by Michelin."*

THE TRUCKIES TOO

An hour after the Prix Orange and Citron prize-giving, there was a somewhat more intimate affair. The drivers of the Formula One transporters, who formed their own association in order to establish their camaraderie, met to reward the driver who had made his mark the most the previous year. This meant, of course, that the truckie concerned had made his mark with his big artic. The driver of the Renault truck won the prize without doubt. Driving around the Zandvoort circuit last year after the race, he carried away the Michelin footbridge! The truck was too high!

COMPUTATIONS

On the even of the Belgian Grand Prix, Gilles Villeneuve and Patrick Depailler jointly led the World Championship. The evening after the race, their respective teammates Jody Scheckter and Jacques Laffite had taken over. If the competition seems to be more than ever limited between Ferrari and Ligier, a third party, Williams, had just proved to be a threat. And the Williams team could well stir up trouble in the red and blue game, just as Andretti, Reutemann, Jabouille, even Lauda could make occasional inroads. So as we approach mid-season, there's still a lot to be done. It's been a long time since the championship was so open, luck playing such a part and interest so great. But the new points system, added to the technical and sporting variances, means that everyone is starting to count their points carefully. The computations are of maximum importance.

by Eric BHAT

After the exciting Belgian Grand Prix, action throughout, one of Laffite's first tasks was to count his points, as well as Scheckter's, behind whom he had just finished second. *« He had 16 points and I had 18 points. But he has to drop one point because he now has a fifth, better result. So he scores nine points, less one, eight, and I get six. So... we are equal, but even so, I think I'm ahead. »*

« But you can still score more points without dropping any, » replied Ducarouge.

« Yes, no problem, I'll be leading the championship by mid-season. »

A few minutes later, Carlos Reutemann, chased by a crowd of spectators, bursts into the Lotus motor-home and flops into a seat. At last he can catch his breath. Colin Chapman, who was talking to Mario Andretti, goes over to his second driver: *« Well done Carlos, good drive. »* But Peter Collins, one of the

team members, adds: « *but unfortunately you only get one point for it.* » The Argentine grimaces. His fourth place constitutes his fifth result of the season, and he has to discount the two points won at Kyalami.

Being preoccupied with these figures at the end of a Grand Prix may seem a little strange to drivers who have just made every effort to drive as hard as they can for an hour and a half. But it explains the situation perfectly.

Laffite's statement highlights two issues. 1 — The championship struggle for the lead is very close, that's obvious. 2 — The current scoring system of the championship means, however, that the drivers are very conscious of knowing the exact situation at the head of the World Championship. The best four results in each half season are taken into account, the first half-season ending after the Swedish Grand Prix (if it takes place). So you can see that only results in the first three places will be of any use to the World Championship contenders.

From the state of things, it would seem that the best placed drivers are the Ligier drivers and the Ferrari men, who virtually all have a chance of finishing the first half-season in the lead. The others, whatever their position in the second half of the season, would seem to have little chance in the final table, the first half of the season having been hardly favourable for them.

That's all fairly complicated and anyway somewhat in the future, but it's possible, nevertheless, to seperate the favourites for the championship into two groups: the leaders (Scheckter, Laffite, Depailler, Villeneuve) and those who could spring a surprise, despite having less chance, yet able, either in the short, or long term, to score points.

You have to include the two Lotus drivers in this category, and certainly Alan Jones and his Williams FW 07. This combination was the revelation of the Belgian Grand Prix, and look like being equally strong in the following races.

FERRARI: DRIVER'S OPTIMISM

When Gilles Villeneuve ran out of petrol on the last lap at the hairpin before the finish, he was naturally terribly disappointed. Certainly, he'd just lost a hard-won third place, but the race had proved to him that his Ferrari T4 was capable of putting him into the lead of the World Championship. Villeneuve knew that his teammate Jody Scheckter had won the race. He also knew that he'd been setting lap times similar to the leader's. Furthermore, he could see that Monaco, scene of the next Grand Prix, would suit the T4, as Long Beach had suited it a month and a half previously. In short, his sorrow soon wore off, and Gilles managed to restore his morale.

Obviously Jody Scheckter was equally pleased at the end of the race, in fact utterly delighted that he was on top of the winner's rostrum.

So is the T4 really such a better car than the others as Scheckter and Villeneuve would like to think? A quick chronological runthrough of the season so far might give the answer. Kyalami: a double to mark the debut of the T4. Long Beach: another, consecutive double. In both races, Michelin tyres obviously made a difference.

In Spain, on the other hand, the Ligiers regained the upper hand, fairly clearly. Pierre Dupasquier, however, doesn't agree with this argument, in fact refutes it. *''It doesn't mean anything, only that the make-up of the race was different. The Ligiers were on the first row of the*

grid, because our rival's qualifying tyres were perhaps better suited suited to the track. But if the opposite had been true, the Ferraris would have taken off into the distance, while the rest were holding one another up. It's very difficult to overtake a car when it's less than half a second a lap slower. And it's even more difficult when the drivers are tough like Reutemann or Andretti. Depailler, stuck behind Reutemann, could have been just as held up as Scheckter was.''

Perhaps Dupasquier, without admitting it, was also wondering why his tyres had been beaten.

And then at Zolder, the Scuderia bounced back. Thanks to the tyres? Not completely, that would be only half the story. *''This race has once again proved that Michelins give better grip than our tyres when the track is greasy,''* many Goodyear drivers agreed after the Grand Prix.

The future? It still will depend on tyres, but it must be said that the T4 has a particular advantage over its predecessors: it asks less of its tyres. And finally, the eternal question: are Scheckter and Villeneuve, perhaps sharing the points among themselves to their disadvantage?

LIGIER: WORRIES

One quickly gets used to winning, and a second place, when one has the lingering sweet taste of winning is bitter. Even though Jacques Laffite was again in the lead of the World Championship, he only expressed slight satisfaction, as much as was necessary, after finishing second: *''from the moment there was oil on the track, my car became very difficult to drive. It was going in every direction, and never handled the same in one corner from one lap to the next.''* The reason for this handicap relates to the problem above.

Patrick Depailler also slowed for the same reason, although perhaps a little earlier. *''My tyres started to go off after the tenth laps''* he said. *''That might explain why I crashed. The car just went straight on in a slide. When I went off, I didn't feel that there was anything wrong. I just went straight on and couldn't do anything about it. I was completely powerless, I didn't make any mistakes. It was a real stab in the back.''*

After the race, all the French journalists brought up the inter-team rivalry between the Ligier drivers. Had they, perhaps, destroyed their tyres while racing with one another for no particular reason after Jones had retired, which would then explain why Scheckter caught them up? This argument doesn't hold water. Depailler and Laffite had to give everything they'd got in the opening laps to try — in vain — to pull away from the Jones's attacking Williams.

Jacques Laffite was at pains to explain a further point, extremely important according to him, about the Ligier-Ferrari battle. *''Ferrari test without stopping. We have to work on the same basis with Goodyear if we are to keep up with them. Before Zolder, we only did half a day's testing, and that was cut short by Patrick crashing. But we need more opportunities to test. On the other hand, a separate testing teams cost a lot of money.''*

CAPTIONS FOR THE FOLLOWING PAGES

1. Jacques Laffite on opposite lock in the first chicane: ''a very difficult car to drive.''

2. Villeneuve has just seemingly lost all chances of a good position, having hit Regazzoni's Williams in the chicane. He's about to stop to change damaged bodywork.

3. Reutemann and Regazzoni: one is already an outsider, the other has just become one.

4. The new Williams FW 07: an immediate success.

5. Frank Williams, Alan Jones and designer Patrick Head. Are they going to upset form?

1	3	4
2		5

ARTINI
Valvoline
RTINI RACING
YEAR

It seems that the threats are beginning to make themselves felt in the French team. Guy Ligier – and Ducarouge as well – are already worried about the end of the season. *"The money we've spent since the start of the season is rather more important than we thought. To run two cars and keep them up to the same competitive standard as Ferrari requires a lot of effort. If we continue as we've started, our budget won't be sufficient to last the reat of the season."* Mechanics' overtime and the expenses involved in developing a car have eaten into the budget. And it's significative that Depailler lost part of the second qualifying session because he had different diameter tyres fitted to the car, which Ducarouge explains thus: *"one person looks after the team's tyres. He has to check a hundred tyres per session, and that's too much for one man. But we've got ten less men in our team than in the best English teams. We are 36 and they're 45 or 46."*

Having said that, and knowing that Guy Ligier is good at his role of patron and fund seeker, there's no point in thinking that situation is hopeless.

They say that SEITA have already agreed to advance some of next year's budget. Furthermore, Ligier was due to meet the French Minister of Youth and Sport the Thursday after the Grand Prix, and they have promissed him a grant.

WILLIAMS: MORE THAN JUST PROMISES

Patrick Head is currently making a name for himself among the best designers in Formula One, he's already one of the stars. The last two single-seaters that he's designed for Frank Williams have both been real successes, the most recent even more than the previous car. Last year the Williams FW 06 was on occasions one of the Lotus 79's more dangerous rivals, along with the Ferrari 312 T 3.

Its successor, the FW 07, has already proved, after just two Grands Prix, that its possibilities are considerable. ***"It's a car that'll win Grands Prix,"*** said Alan Jones before the Belgian Grand Prix, without knowing that he would be able to lead the race two hours later. And one can add to his comments, having seen its demonstration in Belgium, that it will win without doubt.

"I have the feeling that a good car is good from the start, its qualities have to be immediately apparent," said Mario Andretti, talking about his first races with the Lotus 79. That seems to be the case of the Williams FW 07, as it was of the Ligier JS 11 and then the Ferrari 312 T4, cars whose four drivers lead the World Championship. Can Alan Jones join them at the top of the table? The season is perhaps too far gone already for the Australian driver to catch up the drivers for the French and Italians teams. But having seen the ease with which he drove at Zolder, there's no doubt that he's going to put in a set of good performances which, at the end of the season, could put him well up in the final order.

Alan Jones, whose only Grand Prix victory was won in a Shadow at the Austrian Grand Prix in 1977, seems confident. ***"The car is simply very quick. It's got good road-holding and traction. I'm certain that it will be as competitive at Monaco as it will be at Hockenheim which are the most different of circuits."***

DEPAILLER AT MONACO?

A few minutes after leaving the track on the 47th lap of the Belgian Grand Prix, Patrick Depailler's disappointment was obliterated by a more serious matter: his wrist was really hurting him, and he immediately called for J.-P. Moreau's help. Moreau is the masseur for the French drivers, but he couldn't diagnose the trouble immediately, but at least was able to stop the swelling. Every type of problem was possible, but Patrick had to wait until he had an X-ray. The next day, even though he learnt that he hadn't broken his wrist, Depailler was reminded of it for every movement of his hand hurt him, and kept him aware that he might have to pull out of the Monaco Grand Prix. One can only hope that the Ligier driver, rather as Jean-Pierre Jabouille did after Long Beach, will rapidly recover in order to defend the trophy he so brilliantly won last year.

LOTUS: IMPASSE?

"I really have to finish in the first three here to have any chance in the championship," said Mario Andretti before practice. Mario, in fact, has just one good result so far this season, from Spain, and the end of the first half of the season is approaching. Mario is aware of the complicated scoring system concerning the four best results, and the system virtually stops him from winning the championship, even if he won lots of races in the second half of the season.

Andretti, to his great disappointment, lost most of his hope even before the Zolder start when he had to use the spare. He retired, and already one begins to think that he won't be World Champion again this year.

But digging deeper, was it really at Zolder that Andretti began to lose ground in the championship? Perhaps it was already lost at Jarama where he had trouble setting up the new Lotus 80.

However, it isn't over yet. Colin Chapman hasn't given up the idea of running a car without wings. The second 80 will the modified and represent further thinking. But when that will be competitive will surely be a little later in the season.

Carlos Reutemann could well gain from this situation. He won't have an 80 before the Swedish Grand Prix (or even French). All the same, the 79 has proved that is still competitive, Zolder apart. And Carlos would really like to win at Monaco, a circuit that he likes a lot. By regularly finishing, the Argentine driver could have been one of the real threats if the old system of scoring was still being used, but then that's out of date now.

THE SWEDISH GRAND PRIX CANCELLED?

The Swedish Grand Prix could be cancelled. When we were going to press, we heard that there's a strong possibility that the race won't take place as the race's sponsor has pulled out.

SCHECKTER AND FORGHIERI SAVE FACE

They say that Jody Scheckter is surly. The fact is that he seems to have an attitude that verges on offishness, perhaps even sometimes awkward. This view is generally held, to such an extent that Jody was presented with the Prix Citron awarded by IRPA before his win at Zolder.

Gilles Villeneuve, his new team mate, says of him, however. *"I don't know why I get on so well with him. His reputation makes him out to be a difficult fellow to get to know. But everthing was great between us from the word go. I found him happy, very warm and we often joke together."*

Michelin's Pierre Dupasquier, who has a close relationship with the Scuderia at circuits, adds: *"If Ferrari win the World Championship this year, it will, to a great extent, be thanks to the tremendous relationship that Scheckter, Villeneuve and Forghieri have between them, and the two drivers, in particular, really seem to get on well together."*

On the other hand, when walking between the motor-homes, or even in the pits, on can come across, just by chance Forghieri and Scheckter arguing. It happens because of their respective characters. Forghieri is tremendously eager to do his job properly and it's the kind of job that involves personal enthusiasm. That's also true of Jody Scheckter who is even more straightforward. Depending on how he feels at the time, he can be charming and full of life, just as he can easily lose his temper, something that, he might regret a few minutes later when he's calmed down. It's stronger than he is, he's uncertain of himself.

A LONG FLIRTATION BEFORE THE MARRIAGE

This spontaneous exuberance is one example of his temperament, but there are others even more revealing, particularly his dash and legendary frustration. At Zandvoort last year, driving the uncompetitive Wolf WR5, you had to see him driving like a mad thing trying to get by Rebaque, trying the most outrageous manoeuvres, and blocking him once after he'd got past the Mexican. All that for fifteenth place, or somewhere around there. His hard driving and eagerness to do battle, coupled with his car control, have resulted in him being considered the quickest driver around, taking over the title from Ronnie Peterson. Patrick Depailler knows him well having been his teammate for three seasons with Tyrrell, and for him, the situation is clear. Scheckter is probably the best driver in the world, if one has to be chosen, as much for his willingness to race as for his testing capabilities.

Such a reputation tempted Mauro Forghieri. This ace, at all costs (and that's about the case), must join the Scuderia. Even before 1978, serious approaches were made to him, but no agreement was forthcoming for Scheckter was under contract to Wolf. However, as early as the middle of last season, the news spread rapidly: the South African driver had signed with the Scuderia. The new team could well be an explosive place to be. It depended...

It depended on whether Jody could become one of the team, whether he could ignore the emotional climate that surrounds the Italian team, and that he wouldn't be confused as an Anglo-Saxon, and most of all, that he could adapt himself to using Michelin tyres.

A MATTER OF ADAPTING

And Scheckter didn't overcome the problems, or at least, not immediately, and his young teammate Villeneuve became the star. But Jody is an intelligent driver and he didn't get upset, but continued to work with the Canadian. Despite being impatient to take his turn at winning, the South African understood that he had to go through a necessary adaptation stage. And not just with Michelin tyres: the team, the car—of a different thoroughbred to those that he'd driven before—and the tyres.

But unlike Reutemann and Villeneuve who already knew the Ferrari well before Michelin appeared on the tyre front, Scheckter had to adapt to the lot all in one go. Jody had to learn how the car reacted, the effect different tyres had on the car, how to put forward his suggestions, how those suggestions would be received, yes, all that had to be learnt. He had to acquire a new sensitivity, a common language with which to communicate with his team,

Scheckter had to learn about the Ferrari and Michelin tyres at the same time. In the secret lair at Fiorano, after one of the numerous practice sessions. All the lap times are taken, and certain corner times are recorded by computer. Ten television cameras cover the circuit, and enable the car's handling to be analysed, corner by corner.

and each of its members already had his own ideas about the problems, and traditional means of dealing with them.

But that's not easy to overcome, and it can't be said that Scheckter has necessarily finished his apprenticeship. Certain adjustments that he wants made, for example, aren't willingly made, for the Scuderia would prefer to solve their problems their way.

He also has to learn on the track. And perhaps with better knowledge of Michelins, he wouldn't have lost the South African Grand Prix. At Long Beach his choice of tyres wasn't as wise as that of his teammate. But Villeneuve's softer tyres lasted the distance, and for the second time, big Scheckter had to give best to little Villeneuve.

THE SAVING WIN

Scheckter's reputation was beginning to suffer, although it's true that many people are quick to prejudge others. Jody dominated by Gilles, that was a surprise and was the first thing to rock his pedestal. But remember that the South African hadn't won a Grand Prix for two years.

Exactly. He didn't win last year, simply because the Wolf WR5 was never capable of winning. The Wolf team were quick to come to the conclusion that a wing car was needed, and they designed and built one, but far too quickly for it to be competitive. Scheckter was never near the front of a race, and certainly had no chance of beating a Lotus 79. The preceding year, however, Jody had won twice, in Argentina and Monaco.

Jody Scheckter, at the start of the season, had to boost his image. Since the start of the season, at Fiorano as well as at Grands Prix, Forghieri has tried his best to help him. Certainly the chief designer of the Scuderia did his best to bring about Jody's first win. And by taking the Belgian Grand Prix, Jody Scheckter was save his reputation, and to a rather smaller extent, Mauro Forghieri's too. □

E.B.

FIGHTING WITH MCLAREN

by Maurice Hamilton

The race prospects of the various teams were clearly marked. The Zolder pit lane was deserted by comparison to the hurly-burly of activity during the untimed race morning practice session held just twenty minutes previously. Now drivers were cosseted in motor-homes scattered around the cramped paddock: press men enjoyed Elf hospitality; posers combed their hair and polished their nails; mechanics worked non-stop.

Tools of on-track activity lay propped against the concrete pit wall: signalling boards telling the tale of varying fortunes. The Ligier board lay abandoned—almost in triumph—with Laffite's reading,'LAF 23.4.' And below that, the fastest lap of the session, the morning yardstick, which happended to be 'LAF 23.4' but they weren't quite correct. At the far end of the pit lane, Ferrari were even more confident. Their drivers had posted times in the twenty-two second area although the question remained as to whether they had run on full tanks. An important detail to teams like Ligier: a matter of minor importance if, like McLaren, your signalling board showed times three seconds slower.

The untimed race-morning session is a prelude to the greater things during the day: the entree to the main seventy-lap course. The pit lane had been packed to capacity as those involved cruised up and down exchanging gossip in the relaxed sunday morning atmosphere. Engines were fired up drawing more and more people through the back doors and onto the pit lane.

The Autodelta mechanics, elderly to a man by comparison with their rivals and dressed in light blue overalls, posed for a photograph by their hefty red charger. Depailler, dressed in his pale blue tunic and smoking his customary Gitanes, ambled by and received a noisy welcome from a bunch of his fans on the far side of the track. He had a busy thirty minutes ahead as he had to sort out the teams spare car following an off-course excursion in his usual car during the final practice session.

The decibels rose by the minute and drivers' coloured driving suits mixed with the freshly laundered race day team gear of the mechanics. Marshals began blowing whistles and clearing the pit wall, sending a tide of people across the pit lane to scramble and jostle around the cars. Conversation became impossible: ear plugs were poked into place and drivers were fitted into cockpits by mechanics like ladies-in-waiting dressing their mistresses.

One by one cars began to ease their way towards the pit lane exit, drivers blipping the throttles as they cleared the throats of the lumpy engines, the noise increasing the pulse rate of those watching. The queue of highly polished machines began to stretch back along the pit road: Piquet's Brabham-Alfa stopping opposite the Tyrrell pit. Ken took the opportunity to squat below the rear wing and examine the BI 48's suspension despite the raucious cry blasting over the top of his head.

John Watson made his way from the air-colled sanctuary of the Marlboro hospitality unit, past the back of the chip stalls, stepping over a stream of water from a flooded drain, round the deserted transporters pausing to sign the occasional autograph and into the back of the McLaren pit.

It wasn't too difficult to imagine the mixed emotions of the Ulsterman as he began his sixth Grand Prix raceday with McLaren.

1979 had promised so much but was offering little. A number one drive with an experienced team was something Watson had yearned for since he began his motor racing career in Northern Ireland.

Born the son of a racing driver, it didn't take long for the motor racing fervour to seep into his blood and John was motor racing with an Austin-Healey Sprite as soon as he was legally able. It was immediately apparent to those present at Kirkistown that young Watson had natural ability in abundance. He had style which made his competitors look the happy amateurs they were. John and his father knew that the road to Grand Prix racing lay beyond the boundary of Irish events and Watson's first visit to a Formula 2 race at Thruxton with an ex-works Lotus 48 set the establishment rocking. The sense of occasion—running with 'stars' such as Hill, Rindt and Stewart—overpowered the enthusiastic Watson and he crashed while showing his mettle in the front half of the field.

Suitably encouraged, John embarked on a full Formula 2 season the following year, 1970, with a Brabham but a bad accident at Rouen put him in hospital with a broken leg. Marshall Watson continued to back his son's efforts but the family finances could only stretch so far. John battled on for another season and the point had obviously been made despite the fact that he did not race very often in 1972. The big chance came the following year when Bernie Ecclestone offered Watson drive in the new BT 42 at the Race of Champions.

Sadly, a stuck throttle put the white Brabham into the rank and John back into hospital with another broken leg. Watson had a Gulf sports car drive to return to but his ambitions lay with Grand Prix racing. A one-off drive in Hexagon-entered Brabham BT 37 for the British Grand Prix led to a full season in a BT 42 and later a BT 44, with the man from Belfast scoring his first championship point at Monaco.

A season with Surtees followed and then the Grand Prix 'duck' was broken with a brilliant win in a Penske at the Österreichring. A move into the experienced Brabham team for 1977 saw John thrust into the position of number one driver when Carlos Pace was killed in a flying accident. Watson rose to the task but never quit scored another win despite being within a gnat's whisker on several occasions only to be let down by unbelievable misfortune.

Lauda joined Brabham last year and Watson benefited enormously from the association but, after five full seasons, he felt ready to tackle the championship as number one with a top team. His signature on a McLaren contract seemed to be the answer.

''I feel that my career has been like a jigsaw puzzle,'' He said at the beginning of the year. *''There have been a lot of pieces on the table but no picture has developed. Now, with Marlboro on the publicity side and McLaren as the team, That's the final piece of the puzzle and I feel very happy and relaxed about it.''*

On paper it seemed the perfect opportunity: Watson couldn't have asked for better. But things haven't worked out as planned. Disastrous might be too kind a word. The M 28 ground effect car was produced in time for testing in South America and initial times looked promising. But pre-season testing figures can be as misleading as national opinion polls and the team began to realise that the car was not working as a ground effect car should. A 'B' version was produced but there was little improvement in Spain and, to make matters worse, John crashed the car during a test session at Zolder. Another M 28 B was built incorporating revised front suspension and steering geometry but the teams problems were more basic than that. The final timed session on Saturday afternoon highlighted that.

Other teams had completed their fine tuning and were slamming qualifying tyres on their machines as though they were going out of fashion. McLaren were still searching for traction. Teddy Mayer and chief mechanic Gary Anderson stood by the pit wall while Richie Butler handled the yellow pits signals. Showing times in the 25 S. Next door, Ligier were continually brandishing boards showing laps in the 21 S at their drivers as they waged a furious battle with Brabham, Williams and Ferrari. The contrast between the two teams was stark. One was highly charged with a motivation that can only come from being competitive, from knowing that you are going to win. The other lacked that ingredient. Actions were a fraction slower, there was time to question the point of it all.

The dayglo McLaren rolled to a halt in the pit lane, mechanics pulling and pushing number 7 to its final resting place. Mayer and Anderson plugged their intercoms into the car, Watson looked straight ahead, making occasional gestures with his red-gloved hands. Mayer and Anderson conferred briefly before Gary spoke to the waiting mechanics. He appeared to be whispering some secret password as he passed on the message above the incessant roar from the track. Mechanics dived under the rear wing and crouched by the front of the M 28 B as they ajusted the shock absorbers to the required number of turns.

By dint of some forceful motoring, Watson recorded a 1 M 24.37 S: Laffite clocked 1 M 21.13 S. And, as if to compound McLaren's misery, Patrick Tambay failed to qualify the outdated M 26.

''The steering feels better but we are just getting enough grip, which means a lack of downforce,'' said Watson as he pulled off his balaclava and went off in search of his sun glasses. It was almost an impossible situation. The tools for the job were obviously inadequate and the M 29 will not be ready until mid-July. Watson's championship aspirations have been literally sliding away with the difficult M 28.

''It's a disappointment naturally,'' said Watson, *''I had expected to be more competitive, Argentina wasn't too bad but things just got worse from Brazil onwards. We weren't getting a clear response from the chassis: the car was not reacting to changes in the ways you would expect. Sometimes we made changes but they didn't appear 10 make any difference and the M 28 was driving me as much as I was driving it. We're in a bad patch and it's simply a case of keeping going, of fighting to get through it.''*

That's just what Watson did in the race. From twentieth place he fought the McLaren through the seventy lap race, the M 28 B becoming light at the front as soon as Watson moved into the turbulence of the car in front. He finished sixth.One championship point, one more than the team may have anticipated after the race morning warmup. □

PRACTICE

The scene was just the same as at the recent Spanish Grand Prix: Michelin on the front row on the Friday, then Goodyear's sweet and decisive revenge on the Saturday. Plus a touch of deja vu to finish off with: two Ligiers on the front row. And they were quickest for the fourth time this season following Argentina, Brazil and Spain.

FRIDAY MORNING: SKATING

Belgium woke up to a fine if persistent rain on the Friday morning before the Grand Prix, and the Zolder track was to remain wet during the first practice session, even if it was delayed for half an hour.

For everyone it was an hour's setting-up that was lost, but in case the weather should be wet throughout the weekend, nearly all the drivers practised. Only Depailler, Watson, Tambay, Hunt and Brancatelli stayed in the pits. Depailler would have liked to drive, but the Ligier team had decided that they would only run the spare car in order to cut down the risks of losing a race car. The drivers had tossed for it, and Laffite had won.

And it was he who set the fastest time of the session in front of Reutemann, Jabouille and Villeneuve. Goodyear provided hand-cut slicks for their drivers, while Michelin provided hand-cut wets for their's. But the slicks came out on top. That's nothing new. Villeneuve, for example, mentioned that at Kyalami, during the first three laps of the race on the wet track slicks seemed to have better grip.

The session was enlivened by Hans Stuck who really enjoyed himself, and set third fastest time before the track dried a little after the rain had stopped.

The best conditions in the first qualifying session were just before it started raining again. Although it was still a little damp in places, the track was drying before the rain came again. Villeneuve and Jabouille were on the track at the time, and they certainly took advantage of the fact before the rain fell again after an hour of practice. Few drivers went out after that.

But Hunt and Jarier were among them, one to check his brakes, and the other to run his engine. Laffite reckoned that he hadn't had the best use from his set of qualifiers, firstly because he'd stopped at the driest time, and secondly because he'd been held up by a slower car. And off-line, the track was still damp. Perhaps the worst placed at the end of the session, were Jones and Depailler, 15th and 17th, although they'd catch up the next day. Both were in the pits when the track was at its driest, Alan to have adjustments made, and Patrick to have the diameter of his tyres checked. The Frenchman had started the session twenty minutes late, having asked his mechanics to change the gear ratios a quarter of an hour before the start of practice which made Ducarouge particularly angry.

It was Rebaque who won the set of qualifying tyres, although some thought they should have gone to Giacomelli.

SATURDAY MORNING: THE 80 ON EMPTY TANKS

Mario Andretti put up the best performance in the second unofficial session, the only driver on the dry track who profited by setting up his car without full fuel tanks, but using relatively empty tanks. The Ferraris lapped a lot during the session, trying to find better balance, and ended up with sixth and seventh fastest times. Scheckter went off lightly and damaged his race car.

Villeneuve, in the middle of the session, was right behind Mario Andretti for two laps, and his comments were as follows: *"out of the chicanes, under acceleration, he gained ground. And at the second chicane, he braked a lot later than I did, and he didn't slide at all, while I had to take to the kerbs to keep up with him. He was going well, too well. His tanks must have been nearly empty."* Later Mario admitted that he'd only had 20 gallons in his tanks, that's to say, far from full. Depailler and Jones, both worried that the rain should return, took third and fourth fastest times. Jabouille, on the other hand, hoped for rain in the afternoon. It was his only chance of staying on the front row, for his engine was steadily losing power, and his mechanics wouldn't have time to change it between the two sessions.

Nelson Piquet: qualified on the second row.

Typical pit lane atmosphere during practice: too many people, but a lot of colour.

SATURDAY AFTERNOON: THE LIGIERS OVERTAKE THE LOTUS

The weather was close and the track dry for the last session: the grid would take on a different look. In fact all the 28 drivers improved their times, but not necessarily their positions. Mario Andretti had the best time for a while in 1'21"83, but he wasn't on the track when the conditions were at their best. Laffite, Depailler, Piquet and Jones all went quicker than the Lotus driver, whose troubles weren't over yet: he tangled with Jochen Mass. Patrick

Rebaque had qualifiers for the first time this season.

Depailler, even though he got onto the front row, wasn't happy: while trying his hardest to take pole position off Laffite, he went off the track, damaging his front suspension to such an extent that he had to race the spare car. Jones stopped very early having run out of qualifying tyres. The best performance was put up by Nelson Piquet, third best time, who used his qualifying tyres at the right moment and showed the right temperament, although it didn't stop him from having a spin at the start of the session, even though he finished up well. □

THE FILM OF THE RACE

Without doubt, Zolder was the best Grand Prix so far this season. Instead of the boring processions alternating between Ferrari and Ligier in the previous races, the Belgian Grand Prix allowed for five changes of leadership. Depailler, Laffite and Jones were all early leaders. After problems for both Depailler and Jones, Sheckter fell on Laffite like a bird on its prey. Further back, the race was enlivened by Villeneuve's fantastic climb up through the field, right up to third place.

1 →

1. – The two Ligiers of Laffite and Depailler are on the first row. They are the target for the rest of the field.

2 →

2. – Laffite makes a slow start. Depailler leads with Piquet in his slipstream. Jones is in front of Laffite, very much closed in, and Andretti.

3 →

3. – At the hairpin before the straight, Depailler leads Jones, Piquet, Laffite, Andretti, Regazzoni and the two Ferraris. This will be the order at the end of the first lap.

4 →

4. – We're on the fifth lap, and this is the second bunch battle from which Rebaque and Stuck are trying to extract themselves. Jabouille's Renault and Giacomelli's Alfa Romeo are staging a duel

5 →

5. – From the start of the race, Piquet has held up his pursuers. Scheckter tries to pass the Brabham, and will shortly succeed. Then it will be the two Lotus's turn.

6 →

6. – Andretti and Reutemann have overtaken Piquet. They battle it out until the eleventh lap when Reutemann stops for a tyre change.

7 →

7. – Twelfth lap: the two Arrows contest eleventh place. Patrese will overtake Mass on the 13th lap.

When the light changes to green poleman Jacques Laffite misses out to Jones and Piquet. Depailler, on the other hand, makes a superb start, straight into the lead at the first corner in front of Jone's Williams. It's in this order that they do the first lap, Jones already starting to mount his attack on Depailler at the end of the straight. They lead Piquet, Laffite, Andretti and Regazzoni, followed by the two Ferraris of Scheckter and Villeneuve which are only seventh and eighth.

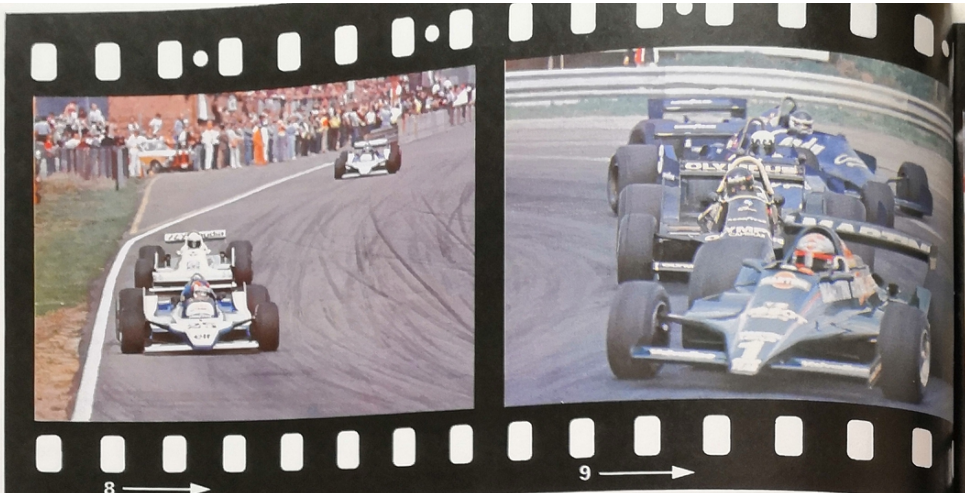
Things don't get any better for the Italian team, for at the end of the second lap, Villeneuve stops at the pits. Regazzoni retires at the same time. The two facts are allied, and imply a third party: Jody Scheckter. The latter seems to have overtaken Regga in dubious circumstances (according to the Swiss), touching a wheel and climbing over it. The Williams slows considerably and is hit up the rear by Villeneuve who has to stop for a change of front bodywork, restarting in last place. So the Williams has to retire having been involved in a Ferrari sandwich.

The battle at the front comes to a head. On the third lap, Jones is still right behind Depailler, while Laffite is looking for a way past Piquet. The second Ligier leads Scheckter who is about to overtake Andretti. Reutemann follows them, completing the leading bunch. A little further back, James Hunt is chased by the two Tyrrells, Pironi leading Jarier.

Upset at seeing Depailler and Jones pulling away, Laffite starts to attack Piquet on the fourth lap. He overtakes the Brazilian and starts to draw in the two leaders. By the tenth lap, he's right up behind Jones. Jody Scheckter is the only other driver in touch with the three leaders, but he's 3''5 behind on the tenth lap. The Ferrari has overtaken Piquet's Brabham, not easily, on the sixth lap. However, the second Brabham is followed by the two Lotus 79s of Andretti and Reutemann. Andretti overtakes Piquet on the seventh lap, taking over fifth place. Before Reutemann takes his turn, Piquet retires, broken engine, on the eighth lap. The two Lotus are then behind Depailler, Jones and Laffite, who are followed a little further back by Scheckter. Behind the two green cars, Hunt still holds off Pironi and Jarier.

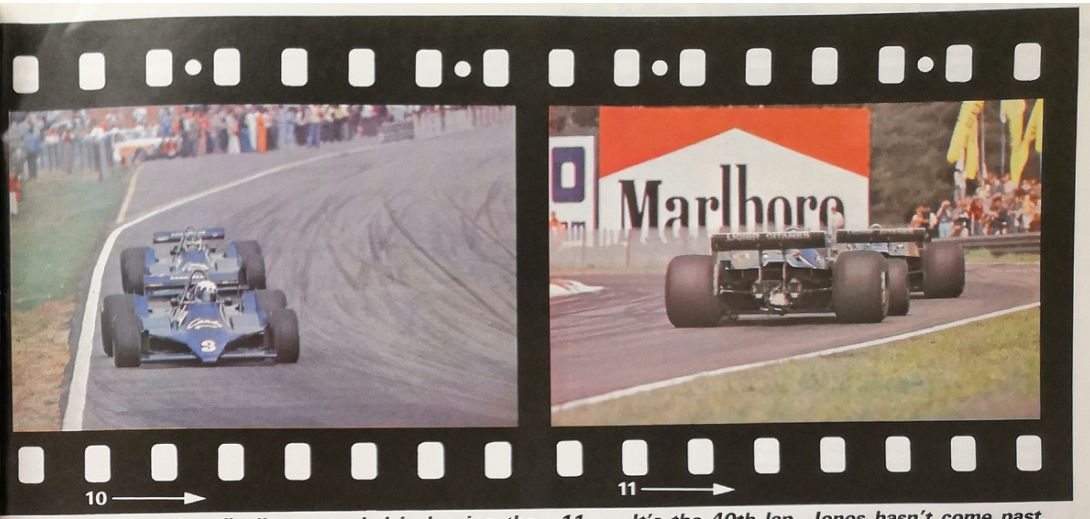
THE RACE CONTINUES TO DEVELOP

The first three are setting a furious pace. But the race is still developing, which is not the normal form in Grands Prix. Laffite overtakes Jones when the Australian tried to overtake Depailler and slides wide. Laffite then has two seconds to make up to catch his teammate. He rapidly overcomes this handicap and takes over the lead on the ninteenth lap. First change of leadership. Two Ligiers in the lead, that's nothging new, but never have they been so challenged. Jones is right behind them. Semmingly very much at →



8. — Thriteenth lap: Alan Jones still isn't letting Patrick Depailler pull away, and he tries to pass. A few lengths further back, Laffite is beginning to draw the two leaders in, before taking the lead.

9. — Hunt, Pironi and Jarier catch Andretti on the 25th lap. They're battling over fifth place behind Jones, Laffite, Depailler and Scheckter.

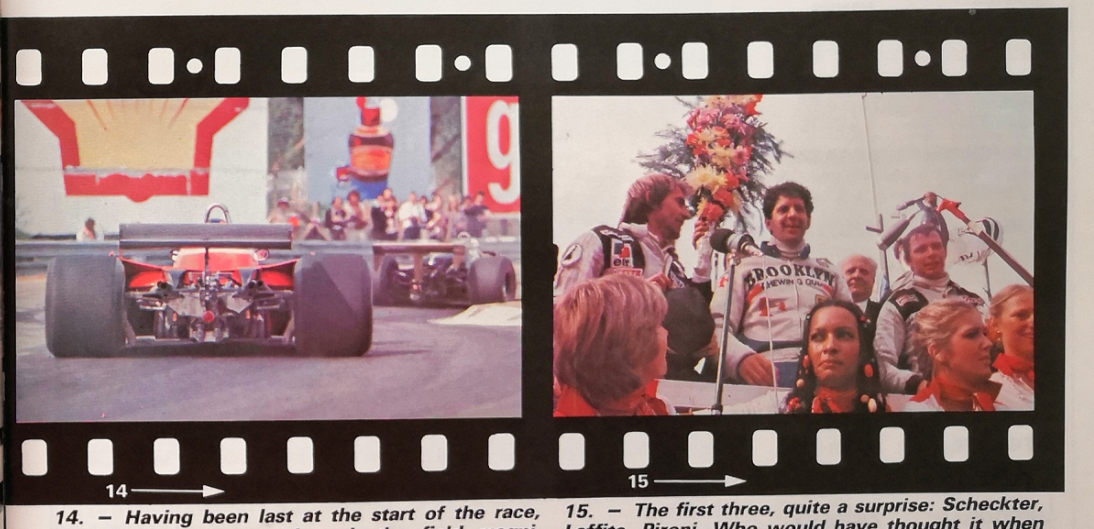


10. — Hunt has finally succeeded in leaving the two Tyrrells behind, who are battling among themselves. Jarier will pass Pironi on the 30th lap.

11. — It's the 40th lap. Jones hasn't come past. The two Ligiers contest the lead.

12. — ...until Depailler goes off the road, leaving Laffite alone in first place.

13. — But the second Ligier hasn't won yet: Scheckter has bided his time, catching Laffite little by little, and overtaking on the 53rd lap.



14. — Having been last at the start of the race, Villeneuve has come through the field magnificently. All the same, he needed a dozen laps before he could pass Patrese.

15. — The first three, quite a surprise: Scheckter, Laffite, Pironi. Who would have thought it when the race began?

ease, he mounts his attack and overtakes Depailler on the twenty-first lap. then catches up Laffite whom he overtakes three laps later on a track that is very slippery thanks to oil laid down by Lauda. Second change of leadership.

It seems to be the William's day. and the Williams pulls away at the rate of half a second a lap over Laffite. The latter is followed very closely by Depailler who overtakes on the 26th lap. Scheckter is still the only driver remotely in touch, followed by Andretti. Reutemann

OUT OF FUEL IN SIGHT OF THE FINISH

has stopped for a new tyre on the eleventh lap. Hunt has first of all been overtaken by Pironi (eleventh lap) and the takes then French driver again (24th lap). The English driver retires on the 41st lap after going off the track.

Jone's Williams would seem to have it all wrapped up. On the 35th lap, half distance, he's 8''5 in the lead, with the Ligiers of Depailler and Laffite next. But a tragedy for Jones. His car lets him down cruelly on the 40th lap when he has nearly 12'' advantage. Third change of leadership. So the two Ligiers are in the lead, but very close together. A few laps later, the gap between the two rises to 3'', but Laffite catches up Depailler again. When Jones retired, Scheckter was 11'' behind the French cars. Villeneuve has already caught upt to ninth place, certainly taking advantage of the many retirements in front of him, but driving as fast as the leaders.

The Ligier drivers are soon involved in their own battle. Both are suffering because their tyres are going off. Without doubt that's why Depailler goes off into the catch fencing at the end of the straight on the 47th lap. Number 25 just slid off at the first corner. Fourth change of leadership. But there are still surprises to come. The race isn't finised, there are still 23 laps to go and Jody Scheckter has started to cut back the ten second gap between himself and Laffite, which also separates him from his first win this year. Thanks to Laffite sliding on the 48th lap, the gap is down to just 3''. On the 52nd lap, the Ferrari is 2''5 behind. And on the 54th lap, the race takes on a settled look: Scheckter takes the lead. Fifth change of leadership.

The race, then, is virtually over, but is still interesting thanks to Villeneuve's drive. Riccardo Patrese is driving well in fifth place, and manages to hold back Villeneuve for twelve laps, but is finally passed. Gilles then catches up Pironi who is in third place behind Scheckter and Laffite and the Ferrari driver passes the Tyrrell man on the 62nd lap. The little Canadian driver is going for a superb third place... when he runs out of fuel 400 yards from the finish. More cruel injustice. the Scuderia has already hailed Scheckter's win. □

Zolder statistics

BELGIAN GRAND PRIX

Date: May 13, 1979.
Circuit: Zolder.
Distance: 70 laps, 185.379 miles.
Conditions: sunny, close.
Attendance: 65,000 spectators.

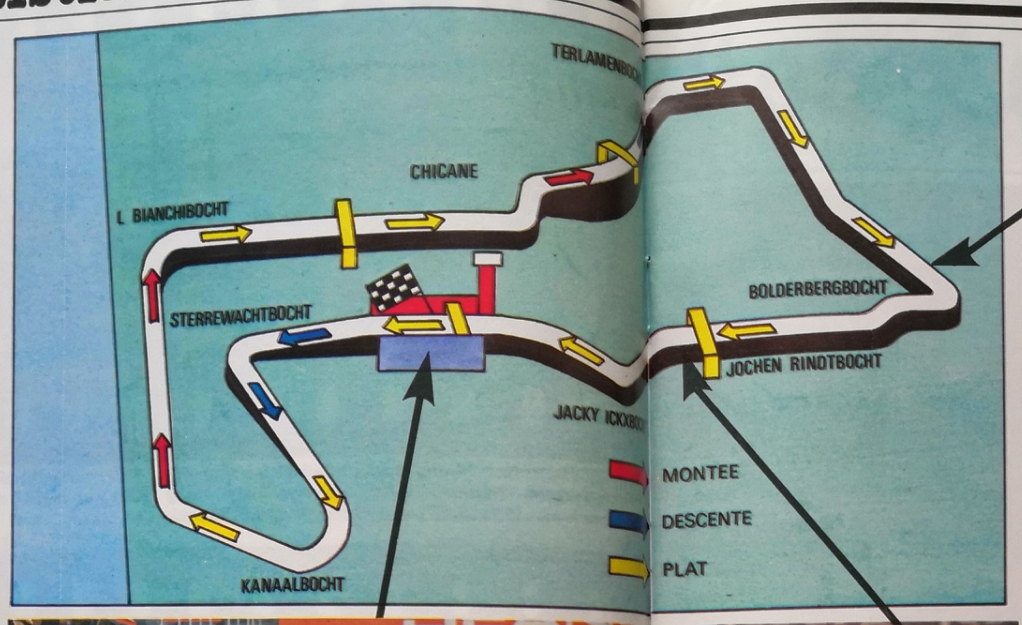
THE RECORD

1974 : Fittipaldi (McLaren M23) at Nivelles
1975 : Lauda (Ferrari 312 T)
1976 : Lauda (Ferrari 312 T)
1977 : Nilsson (Lotus 78)
1978 : Andretti (Lotus 79)

STARTING GRID

LAFFITE Ligier JS 11 1'21''13	**DEPAILLER** Ligier JS 11 1'21''20
PIQUET Brabham BT 48 1'21''35	**JONES** Williams FW 07 1'21''59
ANDRETTI Lotus 80 1'21''83	**VILLENEUVE** Ferrari T4 1'22''08
SCHECKTER Ferrari T4 1'21''08	**REGAZZONI** Williams FW 07 1'22''40
HUNT Wolf WR 8 1'22''55	**REUTEMANN** Lotus 79 1'22''56
JARIER Tyrrell 009 1'22''68	**PIRONI** Tyrrell 009 1'22''85
LAUDA Brabham BT 48 1'22''87	**GIACOMELLI** Alfa Roméo 1'23''15
REBAQUE Lotus 79 1'23''63	**PATRESE** Arrow 1'23''92
JABOUILLE Renault RS 10 1'24''02	**ARNOUX** Renault RS 02 1'24''33
WATSON Mc Laren M 28 B 1'24''37	**STUCK** ATS 1'24''62
LAMMERS Shadow 1'24''76	**MASS** Arrow 1'25''08
FITTIPALDI Copersucar FSA 1'25''18	**DE ANGELIS** Shadow 1'25''48

Non-qualified: **TAMBAY** (Mc Laren M26) 1'25''69 ; **MERZARIO** (Merzario) 1'25''92 ; **DALY** (Ensign) 1'27''83 ; **BRANCATELLI** (Kaushen) 1'34''48.



UNOFFICIAL PRACTICE TIMES

LAFFITE	1'38''50	1'23''69	1'25''62
DEPAILLER	–	1'23''22	1'24''58
PIQUET	1'40''00	1'24''20	1'26''70
JONES	1'40''06	1'23''25	1'24''51
ANDRETTI	1'41''58	1'22''95	1'26''97
VILLENEUVE	1'39''75	1'23''53	1'23''20
SCHECKTER	1'40''37	1'23''54	1'23''84
REGAZZONI	–	1'24''72	1'25''77
HUNT	–	1'24''74	1'24''74
REUTEMANN	1'38''87	1'23''79	1'25''16
JARIER	1'42''39	1'23''29	1'24''95
PIRONI	1'41''72	1'23''04	1'24''77
LAUDA	1'43''60	1'24''70	1'24''66
GIACOMELLI	1'40''79	1'23''92	1'24''92
REBAQUE	1'46''83	1'25''24	1'30''46
PATRESE	1'55''19	1'24''67	1'26''48
JABOUILLE	1'39''61	1'23''70	1'35''62
ARNOUX •	1'44''55	1'25''12	1'26''33
WATSON	–	1'25''26	1'27''30
STUCK	1'41''43	1'25''12	1'28''09
LAMMERS	1'42''04	1'25''97	1'27''63
MASS	1'59''89	1'25''11	1'26''59
FITTIPALDI	1'46''97	1'25''35	1'26''91
DE ANGELIS	1'46''08	1'27''95	1'29''16
TAMBAY	–	1'27''43	1'26''24
MERZARIO	1'44''16	1'28''80	
DALY	1'52''72	1'27''61	
BRANCATELLI			

PRACTICE TIMES

	First session	Second session
LAFFITE	1'24''52	1'21''13
DEPAILLER	1'27''47	1'21''20
PIQUET	1'24''96	1'21''35
JONES	1'26''92	1'21''59
ANDRETTI	1'24''60	1'21''83
VILLENEUVE	1'24''06	1'22''08
SCHECKTER	1'24''62	1'22''08
REGAZZONI	1'24''57	1'22''40
HUNT	1'28''05	1'22''55
REUTEMANN	1'26''41	1'22''56
JARIER	1'25''82	1'22''68
PIRONI	1'25''55	1'22''85
LAUDA	1'24''65	1'22''87
GIACOMELLI	1'27''15	1'23''15
REBAQUE	1'26''79	1'23''63
PATRESE	1'27''63	1'23''92
JABOUILLE	1'24''42	1'24''02
ARNOUX	1'26''23	1'24''33
WATSON	1'26''60	1'24''37
STUCK	1'28''50	1'24''62
LAMMERS	1'27''72	1'24''76
MASS	1'27''79	1'25''08
FITTIPALDI	1'28''48	1'25''18
DE ANGELIS	1'29''23	1'25''48
TAMBAY	1'29''57	1'25''69
MERZARIO	1'29''37	1'25''92
DALY	1'32''96	1'27''83
BRANCATELLI	1'34''48	2'27''83

INTERMEDIARY CLASSIFICATION

	after 10 laps	after 53 laps
JONES	0.33 behind	14 laps behind
LAFFITE	1.47 behind	
SCHECKTER	3.99 behind	1.00 behind
ANDRETTI	8.16 behind	26 laps behind
REUTEMANN	12.31 behind	58.51 behind
HUNT	13.61 behind	13 laps behind
PIRONI	14.45 behind	39.24 behind
JARIER	14.88 behind	2 laps behind
LAUDA	21.63 behind	30 laps behind
STUCK	24.83 behind	1 lap behind
MASS	25.70 behind	36 laps behind
PATRESE	26.12 behind	56.62 behind
REBAQUE	26.89 behind	40 laps behind
GIACOMELLI	28.62 behind	32 laps behind
WATSON	33.34 behind	1.15.40 behin
DE ANGELIS	34.55 behind	32 laps behind
FITTIPALDI	37.56 behind	1 lap behind
ARNOUX	41.87 behind	31 laps behind
PIQUET	44.09 behind	30 laps behind
LAMMERS	48.27 behind	2 laps behind
VILLENEUVE	1'12''41 behind	54.79 behind
JABOUILLE	1 lap behind	40 laps behind
REGAZZONI	9 laps behind	52 laps behind
DEPAILLER		7 laps behind

PIT STOPS AND RETIREMENTS

Villeneuve: changed front bodywork before 2cnd lap after collision with Regazzoni; ran out of petrol last lap.
Regazzoni: collision with Villeneuve and Scheckter, 2cnd lap.
Piquet: changed front left tyre 8th lap; retired 24th lap, engine.
Jabouille: stopped on 9th lap and retired 13th lap, turbo.
Reutemann: changed front left tyre.
Rebaque: retired 13th lap, driveshaft.
Mass: retired 17th lap, spun.
Giacomelli: retired 22cnd lap, accident with De Angelis.
De Angelis: retired 22cnd lap, hit Giacomelli, no brakes.
Arnoux: retired 22cnd lap, turbo.
Andretti: retired 22cnd lap, no brakes.
Lauda: retired 24th lap, engine.
Stuck: puncture 35th lap.
Jones: retired 40th lap, ignition.
Hunt: retired 41st lap, accident.
Jarier: stops on 42cnd and 44th laps after off track.
Depailler: retired 46th lap, accident.

CONSTRUCTORS CUP

1 - Ligier 33 pts ; **2 -** Ferrari 30 pts ; **3 -** Lotus 19 pts ; **4 -** Tyrrell 13 pts ; **5 -** McLaren 5 pts ; **6 -** Williams 4 pts ; **7 -** Arrow 2 pts ; **8 -** Copersucar and Brabham 1 pt.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

(after the Argentine, Brazilian, South African, USA West, Spanish and Belgian GPs)

1 - Laffite and Scheckter 24 pts ; 3 - Villeneuve and Depailler 20 pts ; 5 - Reutemann 19 pts ; 6 - Andretti 12 pts ; 7 - Pironi 8 pts ; 8 - jarier 7 pts ; 9 - Watson 5 pts ; 10 - Jones 4 pts ; 11 - Patrese 2 pts ; 12 - Lauda and Fittipaldi 1 pt.

RESULTS

Old record: Peterson (Lotus) in 1'23''13

1. Scheckter	Ferrari	1 h 39'59''53
2. Laffite	Ligier	15''4 behind
3. Pironi	Tyrrell	35''2 behind
4. Reutemann	Lotus	46''5 behind
5. Patrese	Arrows	1'4''3 behind
6. Watson	McLaren	1'5''8 behind
7. Villeneuve	Ferrari	on lap behind
8. Stück	ATS	one lap behind
9. Fittipaldi	Copersucar	two laps behind
10. Lammers	Shadow	two laps behind
11. Jarier	Tyrrell	three laps behind

Fastest lap: Scheckter in 1'22''39.

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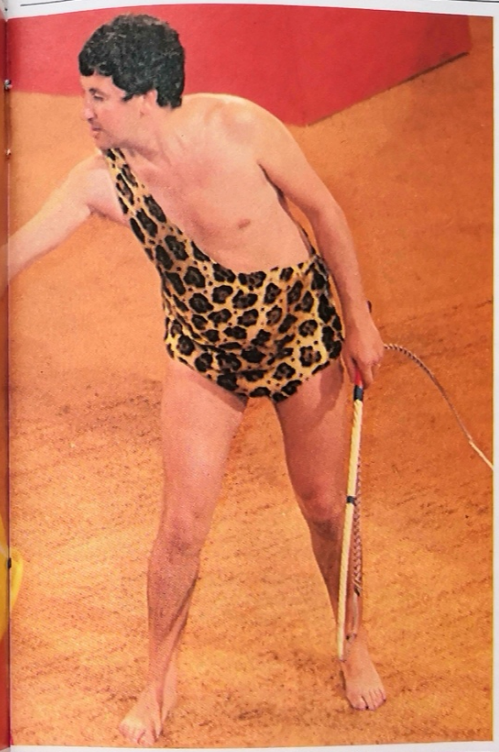

DRIVERS ON STAGE

Has Depailler found his master? Tarzan-Collaro, however, doesn't look too powerful. Perhaps it's the stomach...

Each year, in France, the Artist's Union meet at their Gala with show business personalities, or sportsmen, a meeting which, on this occasion represented a circus.

Shortly after Patrick Depailler won in Spain, Stephane Collaro presented an unusual and unprecedented show with Formula One drivers.

Collaro is a former French television commentator specialising in motor racing who has turned his hand to comedy and now comperes radio shows. By putting on this odd show, Collaro was returning to his old love, at the same time as producing and directing the stage-work.

Disguised as Tarzan trainer of the ''jungle'' of Formula One (no hints intended) Collaro was armed with a whip, and as terror of the night, demanded the beasts and roars of the... engines.

A sound system reproduced the noise of Formula One mixing in the roars of lions. Patrick Depailler was the first ''beast'' to make his entry into the circus ring, which had little in common with Jarama.

With each crack of the whip, the driver-lion dropped onto the floor, before jumping up on a kind of big stool. Laffite, Jabouille and Pironi joined him in the four corners of the circus floor. The noise and atmosphere made it all sound like comic-fiction.

Lion-trainer Collaro played his role well. He approached each of the little cars and, in the best tradition, made as if to put his head in the lion's mouth. He opened the engine cover and put his nose up to the engine. The beast roared, and Collaro's head emerged covered in oil and grease.

Then he asked each of them to give him their paw. *''Racing drivers aren't used to putting out their paws, they prefer to reach for a cup full champagne,'' said the compere.*□

Below left: Before the show, Laffite and Depailler are already in their overalls, Pironi and Jabouille are late onto the grid.

Below right: It's over. Collaro, covered with grease, looks like Idi Amin, happy to have Formula One mercenaries.

"from race to race"

F for formula One... and feminine

The sociology of married couples is interesting. There the wives of seamen, those of journalists, and a further, more different category: the wives of racing drivers. Motor sport, and particularly Formula One, has its very own atmosphere. Some say it's fascinating, others are of the opinion that itis too glamorous. Cocktail parties, advertising, tee-shirts and "gadgets" of the wealthy are all part of the decor. But so too are the girls, the regular lady visitors, and of course, groupies. Yes, there are groupies in motor racing, unattached girls, supposedly motor sport fanatics, following races rather as some follow pop singers.

Those who have to work keep their wits about them and a cool head. Drivers are subjected to a lot of attention, particularly technical, in a technical environment. A well balanced mind is important for success. Feminine presence behind the scenes can contribute to that balance. The glamour and ostentatious trapping don't exclude the serious side of the business, nor family life.

There's no such thing as a typical racing driver's wife. Couples can be opposites, yet complementary, or possess similar personalities. Most racing drivers are somewhat masochistic. Helmets and overalls smelling of sweat may be a symbol of thier virility, such a make-up is generally standard for these conquerors ot the impossible. For them, racing is an obsession which overshadows everything, and women, certainly, come second.

But in fact that is only an appearance, a facade, for every driver is susceptible to feminine friendship.

It's possible to divide driver's wives into two categories: those who take part and go to race meetings, and those who prefer to stay away.

Travelling and sight-seeing is an excellent reason for a driver's wife to accompany her husband to another country, without spending her life in the pits. Certain Grands Prix, such as those in Spain, Italy and especially Monaco, are very popular.

Many of the Grand Prix driver's wives went to Jarama. Beside the Martini-Lotus motor-home Mrs. Reutemann and Mrs. Andretti were sunbathing, despite a fresh wind which didn't seem to bother them.

After leaving the circuits for a while, Mimicha Reutemann has now reappeared behind the scenes of Grand Prix racing. Ravishingly beautiful, arrogantly Argentine, blond, with eyes of fire, she's completly the opposite to Carlos. He's preoccupied, thoughtful, distant, malancholy with a far away look that is indeterminable. She's relaxed, charming, amusing headstrong, fond of jokes, but also cautious...

"Carlos and I have known one another since we were very small, six ou twelve years old," she admits. *"I've followed him and encouraged him in his career because it's his life and nothing in the world is more important. I didn't really like racing when he started, but now I'm used to it, and interested in it. Carlos is a very sensitive man, even tempestuous. At home, he plays with the children a lot which seem to restore his serenity, which he loses at circuits. I can only blame him for attaching too much importance to racing at the expense of his private life. There are other things in life than racing, and sometimes he forgets that. It's true that our relationship varies according to his results. If everything's gone well, he's happy. If not... Before the start of practice and also the race, I go into the pits and the straight back to the motor-home. I listen quietly to what's going on without showing too much interest, but secretly hoping that he'll win. I'm happy when he's happy."*

Mimicha and Carlos have two little girls: Cora (9) and Mariana (5). Mimicha doesn't want to get too involved in racing. She knows that it's important for Carlos and for their family, but she seems to be a breath of fresh air in the middle of the smell of petrol and oil. *"I eat as well with the Lotus team as I did with Ferrari"*, she says. *"I don't want to get involved in controversies..."*

MADAME ANDRETTI:

Dee-Ann Andretti was playing backgammon with her daughter Barbara. The Andretti family comprises three children: two boys (Mike and Goesse) and a girl. They all exude the American way of life, a natural exuberence, love of life and spirit.

Mrs. Andretti rarely attends European races. She lives in the United States. Generally she doesn't go onto the track or into the pits. Dee-Ann doesn't hide her anxiety during a race which is why

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Opposite, after Jacques' two wins, Bernadette Laffite's telephone rings more and more often.

Opposite: Mimicha Reutemann is usually as exuberant as her husband is quiet.

Below right: away from the circuits, Jarier is the father of the family.

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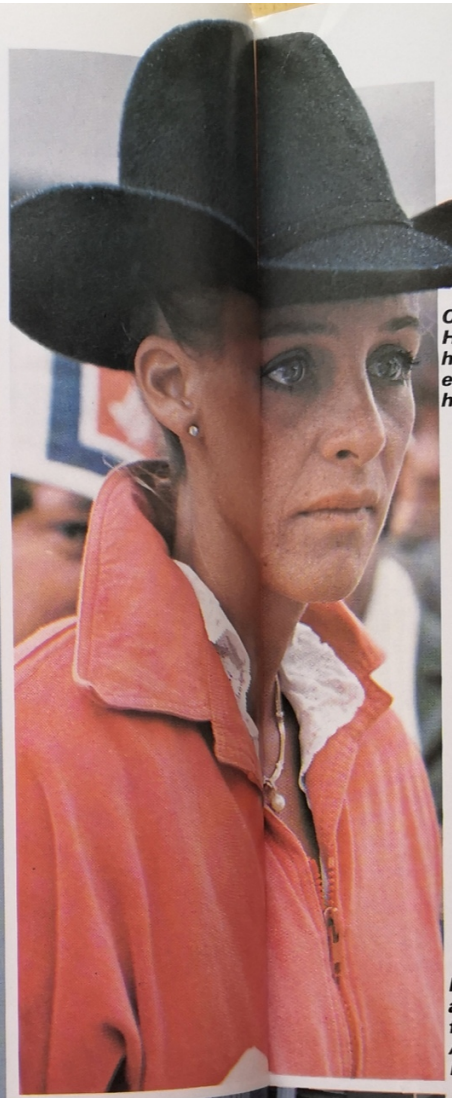
«from race to race»



Opposite: Maria-Helena Fittipaldi has only missed eight races in her husband's career.

Left: Dena Tambay, an American wife for the more Anglophile of the French drivers.

Below: Genevieve Jabouille knows how to escape the deafening row of Formula One engines, even turbos.

she prefers to keep away. She speaks of her husband with pleasure: *"The most important thing about Mario is that the makes me laugh. He's got a great sense of humour but also has the right thing to say when there are rows. So it doesn't surprise me at all to hear he's won the Prix Orange. At home he's very much the father of the household, often plays with the kids. We don't often talk about racing."* Her life with Mario seems to leave Dee-Ann with a sense of inefectious happiness, and when one asks her how she met Mario, she replies with a great burst of laughter, *"I saw a man standing out from others, and that's what I wanted."* There, she points with her finger at her World Champion husband who is coming over with his helmet under his arm having earnt the family dollars.

Dee-Ann Andretti knows that racing drivers are subjected to temptations. She also knows that, as mother of a family, she can't be everywhere. She went to a clairvoyant who told her, "if your husband in unfaithful to you, he will be involved in a bad accident." Hard, cruel, truth or a tactic to eliminate thecompetition?The statement made the American press, and certain admirers, full of misgivings, receded into the background.

THE RIVAL SISTERS

The Jabouille-Laffite clan aren't so well known. The two drivers are married to two sisters, thanks to a meeting years ago. Jacques Laffite is married to Bernadette, and they're the proud parents of little Camille. Jean-Pierre Jabouille is married to Bernadette's older sister Genevieve. Generally speaking, the racing sisters stick close together. If one goes to a race, so does the other, and vice versa.

Genevieve and Jean-Pierre met at the age of 16, and then lost touch with one another for a few years. During that time, Genevieve married and then divorced. Their reunion was brought about thanks to Jacques Laffite. Laffite and Jabouille are very different characters, without saying opposites, nor complementary. It's the same with the two sisters. The parents-in-law were not too happy with their relationships with the two racing drivers, who at that time were starting their careers and were somewhat dreamy about the future. In particular, Jacques Laffite, flightly, relaxed and at times unemployed, rather frightened the well-to-do family. Since then, things have changed. The sisters' parents are now firm supporters and often go to Grands Prix, they were in Spain and Brazil. It's one way of growing old and staying young. Their feelings and support may be shared between the blue and yellow car, Ligier and Renault, but their daughters are very patriotic. *"Bernadette and I each support our own teams, even though we are equally welcome at either Ligier or Renault,"* insists Genevieve Jabouille.

Jacques and Bernadette met at Biarritz during the school holidays, introduced by Jean-Pierre and Genevieve. Bernadette was 15, Jacques 23. *"We left Paris to live in the country near Magny-Cours to be near the Martini workshops and the track when Jacques was driving in Formula Two. He's always preferred it when I go to circuits. But it's true that certain trips are better than others, but I have to go even when the setting and the country are less interesting. Generally I stay at the hotel or go shopping during practice, but I stay in the pits during the race, keeping out of the way."*

The Laffite family have a little daughter called Camille. *"I thought having a child would stop me going to races, but it hasn't changed anything. Around the circuits there are certain girls with evil intentions and that's another important reason why I should go. I've got confidence in Jacques, but not in others, and it's important for his balance of mind that I'm with him."*

MARIA-HELANA FITTIPALDI: AT ALL TRACKS

Faithful in racing and to her husband, Maria-Helena Fittipaldi is always at races with her husband. The races that she's missed can be counted on the fingers of two hand. As the mother of two children, she's had to combine a racing life with her normal family obligations. She's always known her husband as a racing driver. When they first met, he was already Brazilian Formula Three champion. *"I have to like racing, it's part of our world,"* says Mrs. Fittipaldi. *"You can't just be happy with the exterior, you have to appreciate and understand what's going on, to eliminate the superficialities. In order to be a racing driver's wife, you have to show understanding and patience. But the life isn't as easy as one might think, you have to make concessions. It's more than a year since I went to a night-club with my husband. Emerson likes me to be around, and I try to go along whenever possible. Besides, I used to do the time-keeping in the pits, but I stopped doing that two years ago and now I like to watch from strategic position on the track, I've learnt to understand the competition, to evaluate the battles and the drivers' efforts. I often watch a race with my father-in-law who's a Brazilian radio commentator."*

With her Brazilian blood and South American temperament, Maria-Helena watches over her husband as the Corcovado dominates Rio. Some say she's jealous, but she seems quite benevolent to the writer. *"During a race I have completly confidence in Emerson. He drives not only with his hands and feet, but also with his head, which eliminates many of the dangers. He's already avoided three bad accidents."*

"from race to race"

Riccardo Patrese likes his girlfriend to come along to races. Maybe she likes to be there too.

Young and pretty, they're part of the Grand Prix scene.

The Brazilian driver currently carries his national colours, although without gaining as good a set of results as he deserves. Is he at all affected by these problems and the lack of success of his car? *"It doesn't matter what crisis other drivers might have in such a situation. Emerson has as much enthusiasm newcomer and is still quite relaxed, and in that way he's proved to me to have retained his balance."* During the European season the Fittipaldi family live in Switzerland near Lausanne.

WIVES AT HOME

On the other hand, some wives rarely go to the races. Mrs. Jarier and Mrs. Scheckter prefer the peace and quiet of their homes to the bustle of practice sessions.

"Jean-Pierre and I have a mutual agreement. I don't go to each Grand Prix," admits Mrs. Jarier. *"I travelled to races with him for two years, and noticed that I didn't help him at all. We infect one another with our respective anxiety and it's very exhausting. Furthermore, I worked as an air hostess and I was always travelling, and I got home very tired."*

Jean-Pierre is the father of beautiful little three-year-old girl called Elysa and shortly Caroline Jarier will be a mother for the second time. Jean-Pierre hopes that this time it will be a boy.

"Having a child has altered our lives somewhat and that's another reason why I should stay at home. Later, when the children are bigger I'll start going to circuits again but principally to be a tourist. During the race itself I don't feel very much at ease, I'm always worried. As for the people in motor racing, you have to find out who are really your friends and those who just seem to be. But I can't imagine J[illegible]-Pierre without racing."

Most of the drivers are married, and proud to be. However some of the younger ones are engaged (like Patrese and Piquet), or bachelors like Didier Pironi. But that doesn't stop him having a social life with other drivers and certainly not with those who are married.

To be a racing driver's wife may be the dream of some of our readers, and there are still a few vacancies to be filled. But beware, young ladies, you'll need a lot of patience. □

«from race to race»

NOSTALGIA

There's the Belgium that is obvious: cycle racing, rain, wind, pave and mud. But behind it lies a smiling country, green and often sunny. It's a changing climate, in the Brabant Flamand region there's a house that reflects the changing nature of motor sport. It belongs to a much respected racing driver, and occasional cyclist.

The Bercuit area is privileged to be the home of this man. Fifty kilometers from Brussels is the ideal place for a country home. Among ponds and woods, hares, pheasants and deer are the paths of freedom.

Along a winding road one finds the home of the Ickx family, a refined, well-to-do looking house. Nothing architecturally eccentric, just a certain well-being about it, a way of life and a much appreciated retreat away from constant travelling and race circuits.

Opening the door reveals the love of the inhabitant: a Ferrari driver through and through. Giant photos remind one of the races past. There's a feel of a modern apartment about it, it's spacious, there's a good cellar and

but simple effective kitchen.

The climb up to the first story is inevitable. The Ickx "museum" tells the story of a very full twenty years. The trophies are shining and well displayed in chronological order.

Four cars seem to be waiting for their next start, each one a valuable symbol. There's the Matra 670C with which he won the Spa 1,000 kilometers. The Ferrari 312 PB seems to have scarcely aged since its wins in 1972. On the other hand, what a change in Formula One. The Ferrari B1 and B2 brought Jacky his greatest enjoyment and successes in Grands Prix, and make him look back on Grand Prix racing with nostalgia. A trial bike standing among these sporting jewels reminds one that Jacky started in that sport and went on to become Belgian champion.

Jean-Pierre Jabouille, technically keen and a guest of the Belgian champion, examined the Ferrari with some interest and appreciation. The Prancing Horse is full of meaning.

Jacky, father of two little girls, Larissa (6) and Vanina (4) is at a motor racing crossroads. He's driving in the CanAm championship in the United States, which explains his frequent trips to America. He's also driving in Group Five races in a Porsche, and will take part in this year's Le Mans 24 Hour race with Didier Pironi, also driving for the Stuttgart firm.

Jacky Ickx still sticks by certain fundamental principles: never to pay for a drive, and not to find sponsors as others do. At the same time, he has a property company which he started a few years ago, and he is the perfect example of the "driving for fun" saying.

It's obvious that Jacky Ickx would like to get back into Formula One, the major category, but *"it's difficult to get into Formula One, and it's even more difficult to get back into Formula One once you've left,"* said Ickx. *"I still hope to drive in Formula One again, but I keep a balanced view of it, and know that each day the chances are less. I am on the list of probable Formula One drivers but I can't even get into the circuits. They refused me a FOCA badge. For me, that is essential in order for me to make the necessary contacts which would get me a drive. I'm certainly expecting something from Renault with whom I've been in contact for I should be able to give them the benefit of my turbo experience. I may have been slightly naive but at one time I was really relying on the French team, forgetting and pushing aside various other eventualities."* Beside him, Jean-Pierre Jabouille was pondering Jacky's experience and knowledge. Ickx shows a certain sensitivity and self-discipline that some other drivers lack. Is that a handicap or a quality? Only his friends can tell. □

Above left: Jacky and Catherine Ickx with Jean-Pierre Jabouille and our colleague Harald Strebelle, a mixture of past and present.

Jacky Ickx won three times in 1970 in a Ferrari 312 B.

Jabouille in the Matra 670 C and Ickx in the Ferrari 312 P. Jacky won in both cars, but it is the Ferrari that really brings back happy memories.

Laffite hangs back. Regazzoni and Laura are well placed.

Left: Andretti in a closed cockpit; he's almost used to it.

Below: the 3.5 litre engine develops 470 bhp.

RESULTS PROCAR

1. De Angelis	**33'47"90**
2. Hezemans	4"26
3. Regazzoni	6"03
4. Kelleners	42'49
5. Quester	54'48
6. Lafosse	1'19"75
7. Manhalter	1 t
8. Schuetz	2 t

PROCAR: DE ANGELIS SAVES HIS HONOUR

There where seven Formula One drivers who raced in the Procar event, despite the proximity of the Belgian Grand Prix. The race took place on the Saturday afternoon after the last Formula One qualifying session.

The series is organised by BMW with FOCA's agreement, and is intended to allow Formula One drivers to race against other professional racing drivers. The first five drivers after Friday afternoon practice were given the chance of driving one of the BMW M1s, and they were allowed to start at the front of the Procar grid, whatever happened during the second qualifying session which immediately preceded the Procar event.

Villeneuve, Jabouille, Laffite, Regazzoni and Andretti set the five best times on Friday afternoon. However, they didn't all drive M1s. Jabouille and Villeneuve weren't allowed to race. Renault and Ferrari are commercial rivals of BMW and the drivers were forbidden to take part in the M1 event. Their cars were handed over to Lauda and Piquet, the next two drivers on the grid. Piquet also decided not to race.

While these five cars will have various drivers throughout the season, various other Formula One drivers are going to participate in the series regularly. They include Hans Stuck and Bruno Giacomelli who have regular BMW contacts and will race in all eight events. And a seventh Formula One driver was also involved in Belgium: Elio De Angelis who will drive Eddie Cheever's car when the latter is not racing in Formula Two.

Laffite, Regazzoni, Andretti and Lauda were on the first rows of the grid in front of Hottinger, best of the non-F1 crowd. Stuck and Giacomelli shared the fourth row. De Angelis was way back on the penultimate row. However, it was the latter who won the race at the end of a punishing event. Only eight cars finished, even though 17 started.

Regazzoni led at the start of the race, but Hottinger soon took over, pulling Hans Stuck up with him. The struggle between the Austrian and the German held the Belgian public's attention. But it finished badly when the two cars crashed following a daring overtaking manoeuvre by Hans Stuck. He tried to overtake on the grass, and his car control, which he proved during the wet practice the previous evening, wasn't enough to get him out of trouble, which was fatal for Hottinger as well.

Regazzoni, thankful for his good luck and having a great time, inherited first place, but that only lasted for one lap. De Angelis took over first place after climbing up the field. Despite a burst by Hezemans at the end of the race, the young Italian won the race.

Mario Andretti's engine broke, as did Niki Lauda's. A leakage caused Giacomelli's retirement, while Laffite retired with broken suspension. *"A marshal threw an object across the track, and it stuck in my suspension. That's crazy. I've complained to the organisers. If the same thing happens tomorrow during the Grand Prix, I'll get it in the head. It seems that the Kyalami tragedy wasn't enough."* (Tom Pryce was killed when a fire extinguisher hit his helmet.)

It has to be admitted that the Procar race, despite being spectacular, nevertheless suffered a few problems. Furthermore, one can ask oneself what the significance of these races is, where drivers, used to the M1s, and Formula One drivers, more used to single-seaters, race against one another. Furthermore, the Formula One drivers are hardly likely to take any great risks the evening before a Grand Prix, except, perhaps, Hans Stuck!

Having said that, and the drivers having been rewarded, the spectacle was entertaining. The public was happy, the drivers too. What more could one ask for? The next race is at Monaco. □

WILLIAMS FW 07: SIMPLE, DRIVABLE AND LIGHT

Although it's in the Lotus 79 mould, the Williams FW 07 is a logical development yet simplification of Colin Chapman's car. Extremely manoeuvrable thanks to a short wheelbase and very light, thanks, in particular to the absence of oil radiators, the FW 07 was immediately well received by its drivers.

by Giorgio PIOLA

The wheelbase of the Renault RS 10 is 286 cms; that of the McLaren M28: 284 cms; the Tyrrell 009 is 279 cms long. The Williams FW 07 is considerably shorter at 269.4 cms in comparison to other cars of the ground effect generation. Patrick Head, designer of the car, and whose second complete Formula One car this is, explains his choice of wheelbase: *"The FW 07 is the first wing car that I've designed. When I first started work on it in August last year, I wanted to retain the handling qualities of the 06 which was a conventional car. So I decided to stay with the relatively short wheelbase, in comparison to other team's cars."*

Patrick adds: *"the car is very simple, but we've got something different that the others don't have."* The Williams designer made these remarks at Long Beach where the 07 was introduced, although it didn't run. At the Spanish Grand Prix, each time they took the bodywork off the Williams, and it was laid bare for all to see, the mechanics rather ostensibly covered up the back part of the left rear side pod with fabric. Nevertheless, it was immediately apparent that there was no oil radiator. In fact one of Patrick Head's main preoccupations is to get the weight of his designs down to the limit. The radiators are among the heaviest items on a racing car. To eliminate them signifies a considerable loss of weight.

Patrick Head has succeeded in aliminating the oil radiator by using instead a heat exchanger for cooling the oil. It's not an entirely new method, some saloon cars' engines work that way. The heat exchanger is mounted on the left hand side of the car, behind the water radiator which itself is borrowed from the Volkswagen Golf. It's a very light radiator which was first used in Formula One at Kyalami in 1976 on Tom Pryce's Shadow DN8. The water radiator is connected to the exchanger. So instead of the oil being cooled by air, it is cooled by water coming from the radiator.

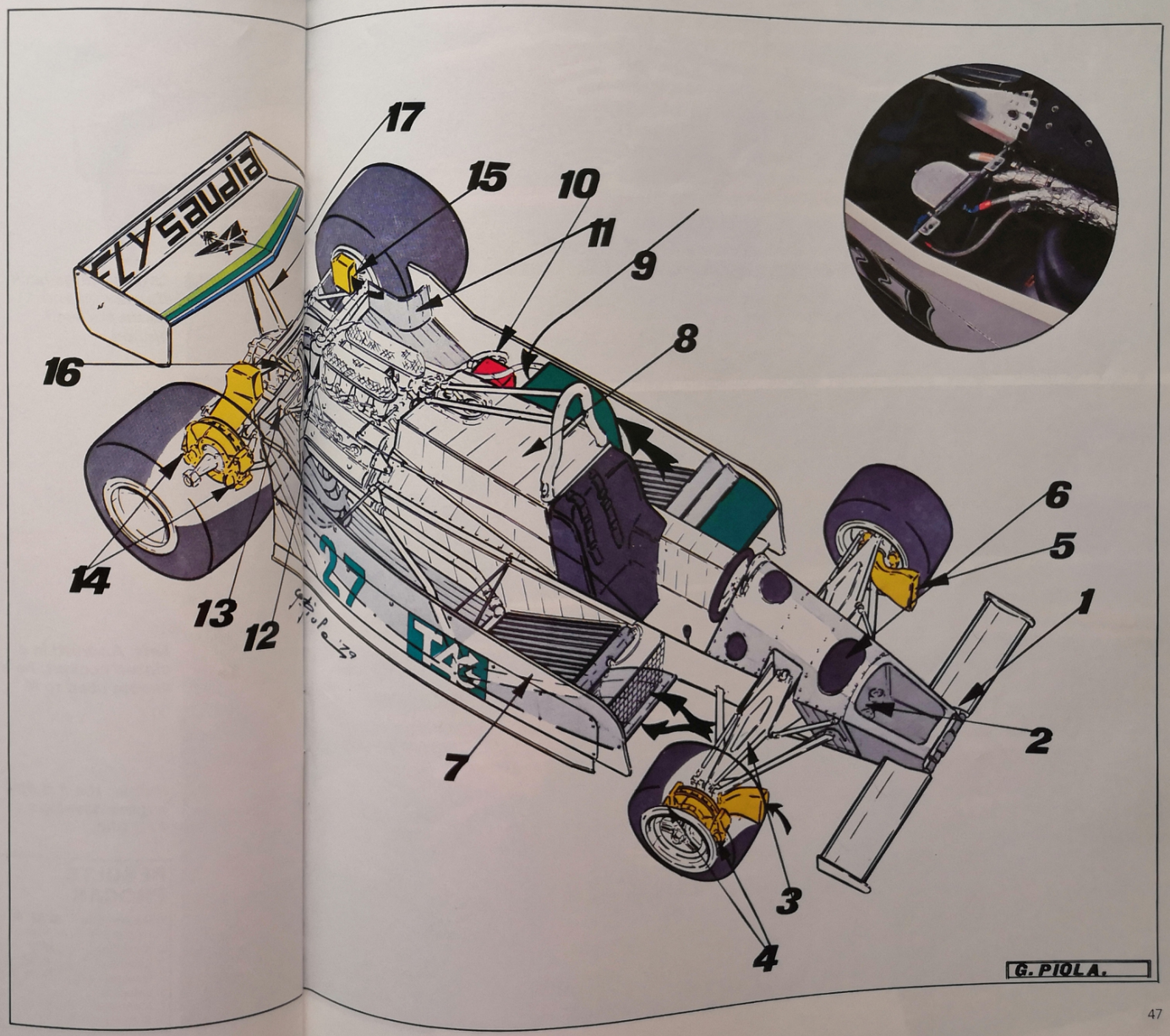
Apart from this little trick, which has aroused the curiosity of all the other Formula One teams, the Williams FW 07 is a very simple car, and very good at its job. Its only other unconventional characteristic, apart from the heat exchanger, is that the brakes are mounted in the wheels. But that's almost conventional already. Both the Brabham BT 48 and the Renault RS 10 have similar brakes because it allows a better airflow under the car.

Furthermore, it's interesting to note that Patrick Head has tried to leave the rear wheels out of the air flow with the aid of small flaps mounted laterally beside the tyres, leaving the air to flow under the car. In his quest for simplicity, Head has also decided on a central wing support instead of the heavier version using two side plates.

Alan Jones, who demonstrated the capabilities of his new car in Spain, and even more so in Belgium, confirmed the manoeuvrability of the new Williams: *I really enjoy driving the 07, even more than the 06. It's really good."* In one leap, Patrick Head has put Williams at the front of the field again. □

SAUDIA WILLIAMS FW 07

1. *A shorter nose compared to other wing cars and the front fins are also less in depth.*
2. *The front part of the chassis is extended to carry the nose and front fins, as welle creating a safety deformable structure.*
3. *Top rocker arm operates inboard verticle damper.*
4. *Front brake with twin Lockheed calipers per disc.*
5. *Brake ducts.*
6. *Opening on top of the chassis for pedal adjustment.*
7. *A Volkswagen water radiator on either side of the chassis.*
8. *Central fuel tank behind the driver.*
9. *The secret of the Williams is under this part of the car, see photo and text.*
10. *Oil catch tank.*
11. *The rear tyre is seperated from the side pods with this aluminium guard, unlike other cars that have fins in front of the rear wheels.*
12. *The oil tank is built into the bell-housing between engine and gearbox.*
13. *Top rear rocker operating inboard damper. As the brakes are mounted outboard, Head could position the damper easily. The ratio of the rear rocker is nearly 1:1 which puts less strain on it.*
14. *Rear twin caliper outboard brakes.*
15. *Brake ducts.*
16. *Small anti-roll bar connected to top rocker arm.*
17. *Centrally mounted rear wing of simple design and weighing less than side plate mounted wings.*



It looks a little clumsy, but the Alfa was quick in practice howerver.

Skirts and vents, but it's not a real wing car.

ALFA ROMEO: PREPARING FOR THE FUTURE

We've waited a long time for the Formula One Alfa Romeo, and now we've seen it. Certainly it wasn't a secret, for it has already tested on tracks other than Alfa Romeo's private test track at Balocco. But its debut, thanks to various political problems, had been delayed. It should have appeared for the first time at the Italian Grand Prix last year.

Alfa Romeo went to Zolder in order to experiment to some extent, without any great hope, but equally to learn and gain experience for the future. Formula One is difficult, even more so when one isn't altogether ready for it. But diving in at the deep end can have a enlivening effect. That's the aim of the operation.

by Eric BHAT.

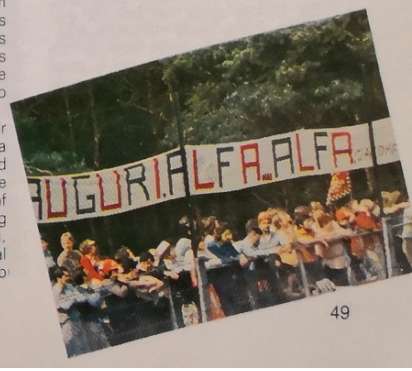
When the sun's shining, Carlo Chiti, Alfa Romeo's competition manager, condescends to take off his beige raincoat. He sits on a folding stool, an handkerchief, knotted at the four corners, covering his headlike an old man on the beach, if he can't find a shaded spot in the pits.

But when it rains, as it did on Friday morning at Zolder, or more generally speaking, when the temperature is below 30 degrees, Carlo Chiti wears his beige raincoat over a lounge suit, a cap on his head, and tortoiseshell glasses. Neither months, nor years, nor fashion changes this unique silhouette. Carlo Chiti is a character. Behind his rather less than debonair appearance, he hides considerable intelligence, and a sharp sense of politics. From the outside, he could pass for the village idiot, and that's precisely the view some people have of him. But his absent-minded air is nothing more than an act: he misses nothing. His mechanics know that, and you could often see them glance at their team manager to gain his approval... or disapproval. Alfa Romeo's arrival in Formula One is essentially his idea, although he doesn't let everyone know the fact, in case it all comes to naught.

So it was raining at Zolder and like their boss, the Italian team presented a pictoresque image, as though they'd stepped out of a former world, the opposite of even the most modest of teams who all wear team gear denoting their sponsors. Technician Marelli, Chiti's assistant, also wears a traditional cap, he's rolled his grey flannels up to the calves, and he wears a vulgar, brilliant orange, waterproof cycling cloak. The mechanic's uniforms are fairly astonishing too, their shiny blue overalls looking more like the type of oilskins worn by sailors about 20 years ago. The whole scene, disregarding their work, gives a rustic impression, reinforced by the plain transporter which is practically anonymous apart from a German mineral firm's advertising. *"In fact it belongs to Alfa Romeo Germany,"* explained Chiti. *"But we should soon have our own truck, which will be fully equipped. It's taking two months to build, we're organising it now."*

EXPERIMENTAL

Following Renault's line when they first came into Formula One, Carlo Chiti announced: Alfa Romeo wasn't in Belgium to win. *"We're racing rather in the same way as the Regie did in*



1977. We are not going to do all the races, but we'll enter a few to try things out, give the team some experience and allow them to adapt the Formula One, the pattern of practice so that they're not too green nor disorientated when we have a more competitive car and rather greater ambitions. You know the thinking behind our car is already a year old. We have no chance of winning. We just want to learn, to assess the competition in relation to ourselves, to make sure that the mechanics aren't sleep, and to ensure that our cooking arrangements are sufficient...''

The decision to enter the Alfa at Zolder was taken fairly recently. As the Italian team also had to build new V12 engines for Bernie Ecclestone, the car couldn't appear beforehand, but was able to run due to an agreement with Ecclestone. But for a long time it wasn't certain that the car would even run in Belgium. The Alfa people who make the decisions held different views about the team's entry into Formula One. Some wanted to wait for the Alfa wing car which should be ready for the next Italian Grand Prix. Others felt that is was necessary to give the team time to break themselves in, so that they would be ready when the ground effect car was ready.

Carlo Chiti wasn't certain which view he should take. He knew from the past that racing was the only way to gain experience. On the other hand, the cunning Italian engineer would really like to get Niki Lauda to drive for him, but that has not been too popular with the Australian driver. Lauda obviously suspects that the Alfa Romeo programme is having an effect on engine preparation for the Brabham team, and consequently he's against the project. So Chiti will certainly not be overdoing the Alfa involvement this year, for fear of losing Lauda, but equally, he's mindful that the car that is currently under construction could well be outdated before it's even appeared.

On the contrary, if the relationship with Brabham has held up the Alfa's debut one way or another, it's because of mistakes made recently by the English team on the preparation side more than the designing side, which has accelerated the decision to race. Brabham haven't had any major problems with the new V12 engine that Alfa have built for them, but little mechanical breakages (such as broken hoses for example) on the BT48s since the start of the season have only made the Alfa Romeo people keener to enter their own car.

So the Alfa was taken to Zolder twelve days before the Belgian Grand Prix for tyre testing. It was up against other Formula One cars for the first time, but in Giacomelli's hands, it showed promise. It may have been slower than the Ferraris or the Ligiers, but it was quicker than Pironi's Tyrrell, the two Renaults of Jabouille and Arnoux, and Jone's Williams, which admittedly stopped early. Giacomelli's fastest time was two seconds slower than Depailler's, and if this was to remain constant in the official practice sessions, the Alfa would qualify half way up the grid. It was at the end of this test session that the decision was taken. there was no doubt now.

A YEAR ALREADY...

It wasn't the first time that the Alfa's debut had been in doubt. The car in fact first appeared a year ago, driven by Vittorio Brambilla, and even then it was suggested for a time that it would be raced at the Italian Grand Prix. For various reasons, it didn't race. The situation with Alfa Romeo wans't too clear. The former president had resigned. His successor wasn't appointed immediately. Once he'd been convinced that the project was favourable, he had to convince his board. In short, the Alfa didn't race at Monza.

Furthermore, on a more practical front, Alfa came to an agreement with Brabham at Circuit Paul Ricard last July to build up a 12 cylinder engine with a 60 degree V, which would compliment a wing car design. The Alfa-Alfa programme was delayed while this new engine was built up, in record time, while the team also experimented with various other engines (90 degree V, 135 degree V and turbo) at the same time.

Which is why the Formula One Alfa hasn't developed much since last autumn. The rear wing, which was combined with the bodywork, has been changed to a more classic design. But note that last year's F1 Alfa was the first car to have twin profils extractor vents in front of the rear wheels.

The F1 Alfa, in fact, isn't really a conventional car, for it uses various ground effect principles: side pods with inversed wings, skirts and combined front spring-shock absorbers mounted in-board. *''It's a half-wing car, even a quarter wing-car,''* says Carlo Chiti laughing, perhaps remembering the narrowness of his side pods. But the size of the monocoque and the old style rear suspension don't allow it to be any better. From the exterior, anyway, the Alfa has a rather imposing look, even clumsy.

CHITI'S SLIMMING CURE

Carlo Chiti had a busy weekend at Zolder, for he had to share his time between his own team, who were at one end of the pits, and the Brabham team at the other end. *''At least I'm losing weight walking between the two,''* he joked, even though he seemed to spend a lot more time with his compatriote than with the Englishmen.

There was sensation at the end of the first practice session: the commentator shouted Giacomelli's praises, he'd set fourth best time in 1'24''55! However, unfortunately for Giacomelli, it was a timing error that was soon corrected.

Giacomelli, European Formula Two champion, has a Formula one drive after all, but not for all Grands Prix.

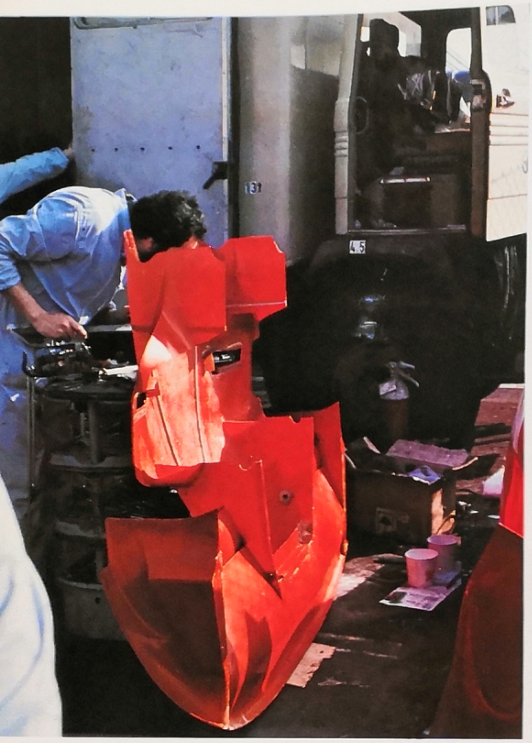
The Alfa Romero and the two Renaults: important car constructors involved in Formula One.

The little Italian had really set a 1'27''15 which made him sixteenth fastest. *''I didn't have as much time to practice as I would have liked,''* said Bruno. *''I wasn't even able to do consecutive laps. The car oversteered too much, the anti-roll bars are too soft. When it started to rain, I was in the pits having the bars changed. After that, there was no chance of improving.''* While that made him unhappy, he was even less happy not to receive any qualifying tyres. The Alfa Romeo team don't actually have to pay for their tyres, but are among the non-priviliged as are ATS, Shadow, Merzario, Ensign and Team Rebaque. The young Mexican beat Giacomelli to the one set of qualifying tyres available. And Chiti, try as he might to get just one set of tyres for Saturday, came back empty-handed: Giacomelli had only hard tyres. You might wonder why Goodyear haven't been tempted to ease the task of a team that represent such a major manufacturer of cars, but on the other hand, didn't Alfa have an agreement with Pirelli some time ago? *''Some months ago Pirelli told us they wanted to stop,''* explained Chiti.

Bruno sorted o tut the balance of this car on the Saturday, and, on hard tyres, set 14th fastest time, in front of Rebaque. During the race, the Alfa was quickly latched onto by De Angelis, but is was the latter who brought about the Italian car's retirement when he crashed into the back of it. So the Alfa Romeo never finished its first race, but the Italian team nevertheless had reason to be satisfied after Zolder. They had no mechanical problems in practice, and the retirement wasn't their fault. It's perhaps unkind to remember the rather quaint appearance of the ten mechanics attached to the car (the same ones that looked after the sports cars from 1975 to 1977), better to appreciate their qualities. Each time the Alfa Romeo stopped in the pits, they were straight onto the car, willing, eager, full of enthusiasm, but perhaps with a little less efficiency than those in the more experienced teams. Sometimes two of them would go to the same wheel... But weighing it all up, the reliability of the Alfa was proof of their capabilities.

OBJECTIVE DIJON... AND MONZA

The Alfa Romeo won't be at Monaco. *''Our race experience, and we'll be getting some more, is only useful if we learn from it and develop the car accordingly,''* explained Chiti. *''So we won't be going to Monaco.''* (The big Alfa wouldn't be exactly suited to the twisty Monegasque circuit.) *''And we probably won't be going to Sweden either. It's too far away and means that we're away from the factory for too long. But we're going to Dijon and certainly to Hockenheim.''* Chiti and his men will almost certainly give Holland and Austria a miss in order to prepare



A worn-out, anonymous truck, but nevertheless, the team worked with enthusiasm.

their new car for the Italian Grand Prix. Wa already know that it will be technically very advanced. The underneath of the chassis will be shaped like an aeroplane, thanks to the new techniques that Aeritalia will introduce in building it. One can understand just how Chiti and Marelli, and equally Giacomelli feel, waiting for the new car and its V engine (the current car uses the Flat 12 engine). They're impatient for when the car appears, the Alfa Romeo will really be in Formula One. □

Combined inboard springs and shock absorbers at the front, but the monocoque is wide.

Vertically mounted oil and water radiators fitted to the sides.

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CAPTIONS FOR THE FOLLOWING PAGES

1 – The Alfa Romeo team, despite their quaint appearance, proved their effectiveness.

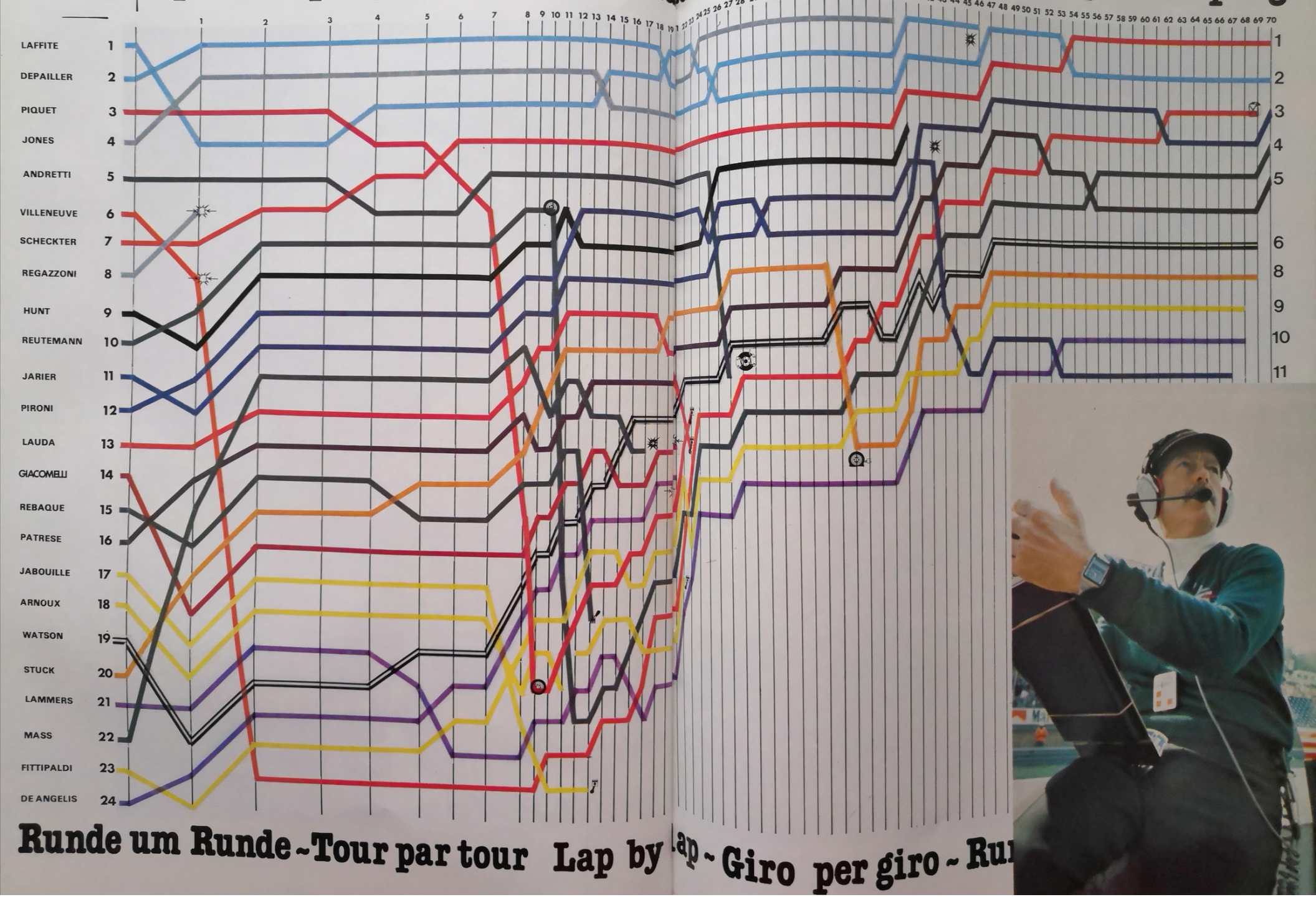
2 – Lap by lap.

3 – Hans Stuck is angry, Jan Lammers can't believe his eyes. On occasions Hanschen took both hands off the wheel for the same reason.

4 – Depailler was leading, but he's just lost it, and walks back to his pit, almost as disappointed as Jones had been a few minutes earlier.

1	2	3
		4

Lap by lap - Giro per giro - Runde um Rude - Tour par tour Lap by lap - Giro per gir



Runde um Runde - Tour par tour Lap by ap - Giro per giro - Ru

Cockpits

FERRARI SEFAC

Ferrari 312 T4/040 :
Jody Scheckter (ZA)
Ferrari 312 T4/039 :
Gilles Villeneuve (CDN)
Ferrari 312 T4/038 :
spare.

The fourth Ferrari T4 appeared at Zolder, entrusted to Jody Scheckter. To tell the truth, it wasn't entirely new at the Grand Prix as it had first been run at Zolder the previous week during testing.
The Scuderia had mainly concentrated on improving the brakes for Zolder, a circuit well known for taxing braking systems.
The driver's main task during the unofficially timed sessions was to find the best rubber for the race, on a track that is also very abrasive. Finally they chose a mixture: 136 compound on the left, and 135 on the right, the former being the harder compound on the wheel that bears the most load. Despite the track being slippery during the race, the drivers confirmed that they had made the right choice and their tyre were certainly more efficient than the Goodyear's. They allowed Scheckter and Villeneuve to be lying in first and third positions at the end of the race, until the Canadian ran out of petrol 400 yards from the finish, even though he'd eased off a little at the end when the engine began to stutter.

LIGIER-GITANES

Ligier-Ford JS 11/02 :
Jacques Laffite (F)
Ligier-Ford JS 11/03 :
Patrick Depailler (F)
Ligier-Ford JS 11/01 :
spare.

There were scarcely any major modifications on the Ligier JS11s at Zolder, only small suspension adjustments which were necessary for the Belgian circuit. *"Our cars should be on the front row"* reckoned Gerard Ducarouge on Friday evening. But the two JS11s were delayed by various small problems (see practice, P 18). Nevertheless, Ducarouge's predictions were confirmed on Saturday when Laffite and Depailler were to be found quickest in practice. During the race, the blue car's tyres quickly went off. Without doubt, that was why Depailler went off. *"I drove one of the most difficult races of my life. The car's handling varied from corner to corner,"* said Jacques Laffite.

CANDY-TYRRELL

Tyrrell-Ford 009/1 :
Didier Pironi (F)
Tyrrell-Ford 009/3 :
Jean-Pierre Jarier (F)
Tyrrell-Ford 009/4 :
spare.

The high fins along the side pods and front fins have apparently become permanent fixtures on the Tyrrells, the latter somewhat hiding the new Candy stickers if you loocked at the car from a certain angle.
Only the brakes had been modified since Jarama. Bigger discs had been fitted to cope with the heavy braking demands made by the Belgian track.

Didier Pironi was troubled by a badly balanced car during practice, handling differently on qualifying tyres to race tyres. On the qualifying tyres, the car oversteered so he couldn't improve his times. *"last year we had the same problem with the 008"*, he explained. Jean-Pierre Jarier was obviously troubled with a car that was unstable under braking. In the race, the two Tyrrells ran together for a long time. Finally Pironi, despite a faulty brake pedal, took a pleasing third place. Jean-Pierre Jarier lost his chances going off the track at the same time as Hunt. *"When James went off, a lot of marshals went to help him. I arrived six seconds later and had to swerve to avoid one of the marshals. Anyway, there were far too many people running across the track this weekend, they never stopped."* After going off, Jean-Pierre felt vibration in the front suspension. He stopped twice in the pits to have the car looked at, but the mechanics couldn't find anything wrong. *"Whatever it was, I'd lost all hope of a good placing, my skirts were useless and the car just didn't handle"*.

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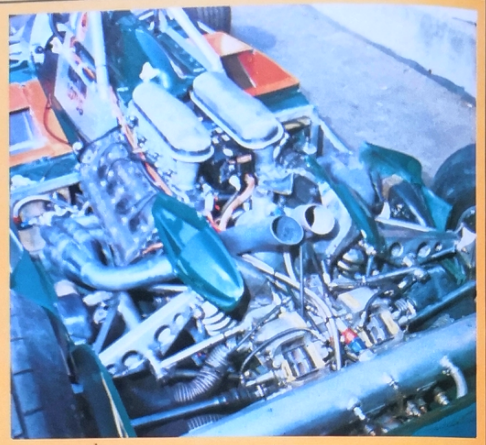
Cockpits

MARTINI RACING TEAM LOTUS

Lotus-Ford 80/1 :
Mario Andretti (USA)
Lotus-Ford 79/2 :
Carlos Reutemann (RA)
Lotus-Ford 79/5 :
Andretti's spare
Lotus-Ford 79/4 :
Reutemann s spare.

The Lotus 80's nose had been shortened by 2½ inches and the bodywork had been lowered above the rollover bar so as not exceed the 90cms maximum prescribed for the airbox. But the second 80 whill be different altogether. It will have outboard rear brakes, a longer nose, delta-shaped wings and a shorter wheelbase.

Although it was very quick in practice (fifth quickest), the 80 didn't start the race because the engine blew during the warm-up. Changing an engine on a car as complicated as the 80 isn't a job that can be done quickly, so Andretti had to start in his old 79. After going well, he had to retire with no brakes. Reutemann's 79 was fitted with extra vents, as had Andretti's car at Long Beach. Carlos complained of lack of grip during practice. After a good start, he chased Andretti until he had to stop to change a tyre. He rejoined just behind Villeuneuve, and climbed back up to an excellent fourth place.



RENAULT-ELF

Renault RS10 :
Jean-Pierre Jabouille (F)
Renault RS03 :
René Arnoux (F)
Renault RS02 :
spare.

Jean-Pierre Jabouille was pretty happy on Friday evening after the first qualifying session, not just because he was provisionally on the first row of the grid, but because he'd ironed out the handling problems that his car suffered at Jarama. The car was fitted with bigger front nose fins, and a different shape of rear wing, and with these he was able to gain more downforce at the front, and which he could then balance with the rear wing, without suffering understeer as he had before. The side pods had also been improved to give more rear downforce. *"I'm two seconds faster than René in the old car,"* explained Jabouille, *"which proves the wing car's advantage. If my car hadn't gone well here, but had gone well at Monaco with the double turbo, everyone would have said that it was the double turbo that was making the difference. That would have been wrong."* But Jabouille was as disappointed in Saturday as he was satified on Friday. The turbo started playing up, and there wasn't time between the sessions to change it. Consequently, Jean-Pierre dropped down the grid after the second qualifying session, from the first to the ninth row. During the warm-up an oil pipe to the turbo split, starting a fire. Reason or coincidence? Still, it was the turbo that caused Jabouille's retirement in the race, and furthermore, he complained that his car was oversteering.

René Arnoux is more looking forward to driving RS10 with a double turbo at Monaco; Jabouille will drive RS11. But again it was turbo trouble that caused René's retirement at Zolder.

PARMALAT-BRABHAM

Brabham-Alfa Romeo BT 48/4 :
Niki Lauda (A)
Brabham-Alfa Romeo BT 48/3 :
Nelson Piquet (BR)
Brabham-Alfa Romeo BT 48/2 :
spare.

The Austrian former World Champion had a new car at Zolder, lighter by two kilos than his former car. Ther were few modifications on the BT48s, although the two small bodywork extensions in front of the rear wheels had been taken off, and some front brake scoops had been fitted. But still no sign of the BT 48. *"We can still develop the BT48"*, explained Gordon Murray. *"The B version isn't ready to be raced. We need four or five days of intensive testing, and we can really only go testing once between races."* The Brabham team didn't have the foresight to use qualifying tyres on Friday afternoon before it started raining, which somewhat surprised Lauda as much as it surprised Murray. On Saturday though, the red cars regained ground lost, Nelson Piquet setting a tremendous third quickest time. Lauda's engine, on the other hand, steadily lost power, so he took over the spare, although he didn't like its handling. When Piquet broke an oil pipe in the middle of the session, he took over Lauda's car, which made the Austrian very angry: didn't they believe that the engine wasn't reviving?

The two Brabhams didn't last long, both retiring around a quarter distance with broken engines, after they'd spread a lot of their oil around the track making it very slippery.

AUTODELTA

Alfa Romeo Boxer 78/01 :
Bruno Giacomelli (I)

The Belgian Grand Prix marked the historic return of Alfa Romeo to Grand Prix racing although in a somewhat experimental role. Bruno Giacomelli seemed to settle down well in practice although without using soft tyres, but was hit by De Angelis during the race.

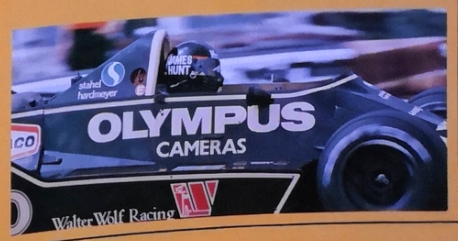
OLYMPUS-WOLF

Wolf-Ford WR8 :
James Hunt (GB)
Wolf-Ford WR7 :
spare.

The Wolf seems to improve slowly, certainly more so on the circuits that suits it. Once again, James Hunt got the best from his car. However, he wasn't without his problems.

On Friday, he spent half his time jumping from WR8 to WR7, between showers, as the better and newer of the two cars was suffering from brake calipers overheating. He was only 20th fastest, altough he didn't run when the circuit was at its fastest. The next day, he was troubled by tyres that were of different diameters in the first half hour of the session, and didn't get it together until just 10 minutes before the end the session when the track was slippery. *"But for that, I would have been at least one row further up the grid"*, said the blond Englishman.

In the race, James did well, leading the two Tyrrells of Jarier and Pironi, despite a broken exhaust. In the end, the engine gave up which caused him to crash when fourth. *"A pity,"* said James, *"I made the best passing manoeuvre of my life when overtaking Andretti just before he stopped."*



SAUDIA-WILLIAMS

Williams-Ford FW 07/001 :
Alan Jones (AUS)
Williams-Ford FW 07/002 :
Clay Regazzoni (CH)

The new Williams wing cars showed considerable promise at Jarama, and that they were well designed, even though they needed more testing. The Arabian sponsored Formula One team arrived with two basically similar cars (from the exterior) to those in Spain, but considerbly better set-up on the suspension front (shock absorbers, springs). There were no great changes, but this tidying up operation allowed Jones and Regazzoni to take a step up the grid, a very large step.
So, on Friday, with the track changing all the time, Clay took fourth quickest time without trying particularly hard, and on race tyres. The Williams team were fairly astounded at the still young Swiss driver's performance, but Clay bitterly regretted that they hadn't told him that he was second quickest when he came in to make a suspension adjustment. (Jones, 15th fastest, had engine trouble). *"I could easily have gone a second quicker. I just didn't think that anyone was quicker than me. If I had been told that, for I could see that it was going to rain for the rest of the day, I would have just gone out for one more lap."* Instead, by the time Clay was back on the track, he'd lost just under five minutes. He'd scarcely left the pits when rain started dampening the track. But the green and white cars confirmed their potential the next day on a dry track. By fitting qualifying tyres (three sets for Jones, two for Regga), the Australian gained a whole second a lap in one go, and it was he who took over from his Swiss teammate by setting fourth quickest time. But he was stopped from improving even further, if he was capable, by his gearbox jamming. Two sets of qualifying tyres represented two more opportunities to improve his time, but they weren't used. And Clay? He was held up by Depailler's accident, and then when trying to pass Stuck and Rebaque, and finally by oil from a blown engine. Consequently he never went any quicker on his qualifying tyres than he had on his race rubber. And when he was making his final effort, on his second set of tyres, Clay was let down by his clutch. Eighth on the grid, Clay had demonstrated that the Williams were well in with a chance, because no one, up until then, had lapped as quickly on race tyres. Although he's stated thats he's not too keen on wing cars, nor too much technological advantage, Clay could scarcely conceal his satisfaction at driving a competitive car again. As for Jones, normally quiet and reserved, he was making a bad job of hiding a huge grin.
The next day showed that he had something to smile about. While fighting with the two Ligiers, he overtook them and draw away until an electrical breakage ruined all his good work. Regga was again unlucky, and unhappy that he'd tangled with Jody Scheckter who he had led on the second lap of the race: *"Jody was behaving like a Formula Ford driver,"* said Clay.

TEAM REBAQUE

Lotus-Ford 79/1 :
Hector Rebaque (MEX)
Lotus-Ford 78/4 :
spare.

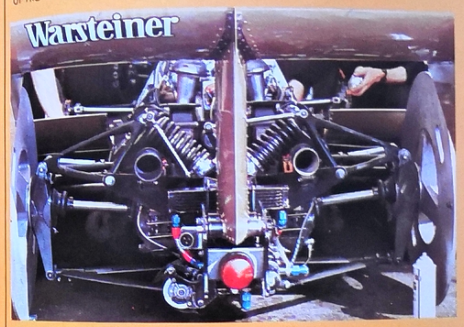
Zolder was a circuit that was relatively unknown to the young Mexican, but he continued to make improvement as he had at Long Beach and at Jarama. He didn't have any particular problems once he'd adapted the car to the circuit. he did lots of laps and set a good time on hard tyres. For once he got the good tyres and made sure that he used them to good advantage. He was 15th on the grid, but over a second slower than Reutemann. He had just one aim, to finish at all cost. But it wasn't to be. He battled with Stuck for a long time before being forced out whith a broken driveshaft

WARSTEINER-ARROWS

Arrows-Ford A1/06 :
Riccardo Patresse (I)
Arrows-Ford A1/05 :
Jochen Mass (D)
Arrows-Ford A1/04 :
spare.

The Arrows cars had no particular problems. The cars are solid, proven and reliable. The team works well, but they're using out-of-date cars. Practice would have been completely troublefree but for Jochen Mass. On Saturday afternoon, five minutes before the end of practice, Jochen tried to pass Mario Andretti under braking at the end of the pit staight. The Lotus 80 driver, no doubt concentrating on the handling of his own car, moved over on the Arrows. The right rear wheel of the Arrows went over the Lotus's front left wheel and the two cars went off the track. One wheel torn off the Lotus, wrecked front suspension but reparable monocoque on the Arrows, which finished up in the catch fencing having knocked down five rows.
Riccardo was 16th on the grid, and Jochen 22cnd. The Italian didn't have as good a start as his teammate, but while trying to stop Villeneuve's relentless climb up through the field, he caught up well thanks to the incidents and accidents which decimated the leading bunch. He finished in a position that rather flattered the quality of his machinery.

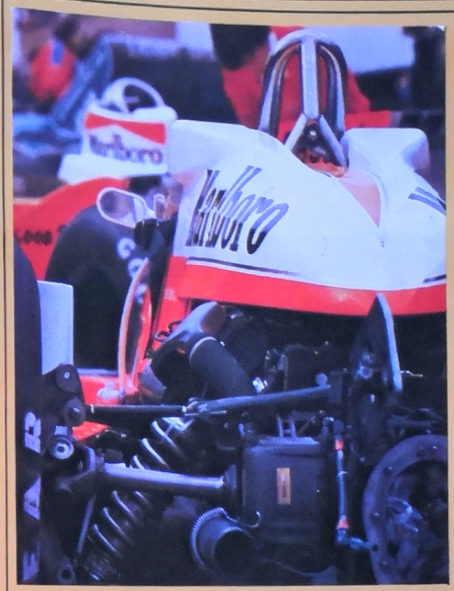
Jochen, on the other hand, lost his chances of a good finishing position when he spun on Lauda's oil.



ATS-WHEELS

ATS-Ford D2/03 :
Hans Stuck (D)

Designer Giacomo Caliri, who worked with ATS as a consultant with results that are already apparent, is no longer with the team. Herr Schmidt, the boss of ATS, is the now at the head of the team, and it's really in doubt as to wheter that's the best situation. At Zolder, Hans Stuck tested a new wing against the old one, and in the end, prefered the latter. But the principal problem with the car is its weight, 46 kilos over the limit. On Friday morning, however, Hans again demonstrated his extraordinary car control in the wet session. In the afternoon, when the track was drier, a spin, which also wrecked the skirts, brought his efforts to naught.
He was very quick at the start, dicing with Niki Lauda whom he drew away from when a puncture forced him to stop. He smoked back out of the pits to try and catch Watson, but he was too far behind and missed a World Championship point that he largely deserved. *"All thanks to the ATS wheels,"* he claimed rather more crudely after the race.



MARLBORO-MCLAREN

McLaren-Ford M28/28 :
John Watson (IRL)
McLaren-Ford M26/7 :
Patrick Tambay (F)

Nothing's going right in the McLaren team, although it's hard to say why exactly. The new M28, now with a body styled similarly to th Ligiers, hasn't really solved the basic problem of uncompetitiveness. Watson didn't really have any drastic problems, and even though he drove really hard, with everything he had, his car wouldn't allow him to be higher on the grid than 19th.
Patrick Tambay's position is even worse. Watson's contract says that he must do all the testing, and that Patrick has to be happy with what is left. Although Patrick doesn't actually say so, he doesn't share his team leader's technical opinions on the set up of the car. And he's upset that he hasn't driven since the start of the season, apart from during official practice sessions and races. But when he mentioned it to the team, it seems that they hinted that if he hadn't bent so many cars at the start of the season, they would have had more time to go testing.
This somewhat hopeless situation took on a new twist at Zolder. Patrick had to use the very outdated M26 after Watson had destroyed a car the previous week. With this car, he failed to qualify. In the race, Watson survived the incidents, and like Patrese, profited from retirements at the front of the field to gain an unexpectec point.

Cockpits

SAMSON-SHADOW

Shadow-Ford DN9/2B :
Jan Lammers (NL)
Shadow-Ford DN9/3B :
Elio De Angelis (I)

Lammers and De Angelis spent much of their practice trying out different suspension settings, but without doubt, Shadow were trying to assume Lotus's role. Mystery and secrecy reigned throughout. Shadow's ultimate weapon at Zolder on the DN9s were bow shaped body sections under the rear end of the car à la 80. They were jealously guarded and you couldn't bend down and a have a closer look.

But despite the new tweek, it did little to make the DN9s any more competitive. And Shadow's jealous attitude didn't prevent one from finding out that they were no more than air vents to increase the air flow under the side pods. The ultimate weapon no doubt, but Lammers and De Angelis could only set 21st and 24th (and last) places on the grid respectively. Not everyone is called Chapman.

De Angelis drove well right behind Giacomelli's Alfa-Alfa, but suddenly, no brakes. Flat in fifth gear, the Shadow hit the Alfa under braking for the first chicane, flew up in the air and crashed into the catch fencing. Elio was pretty frightened. His car's monocoque was bent in the middle. Jan Lammers finished after a steady drive.

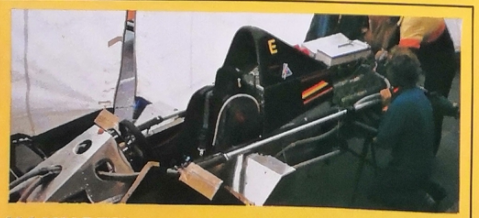
COPERSUCAR

Copersucar-Ford F5A/1 :
Emerson Fittipaldi (BR)

The F6 is currently being completely rebuilt from scratch, so Emerson Fittipaldi again had to use his heavy old F5. It's outdated and uncompetitive despite en attempt to modify it aerodynamically (air vents in front of the rear wheels like the Ligiers), but that, according to Emerson, *"has changed practically nothing."*

Strangely enough, at Zolder the F5 suffered from the same characteristic problem that afflicts the F6: total lack of reaction whether the car is fitted with hard or soft tyres.

The F5's problem is partially explained by Emerson in that the suspension has never been adapted to 1979 tyre diameters: higher at the front and rear, and wider at the front. Emerson raced hard as usual, but was only rewarded with an inglorious ninth place.



KAUHSEN

Kauhsen-Ford WK 005 :
Gianfranco Brancatelli (I)

The farce continues: part of the clutch broke on Friday. It was repared and reinforced for Saturday but it caused another part to break. The spare car was in Aachen at the factory, so Brancatelli had no car with which to practice.

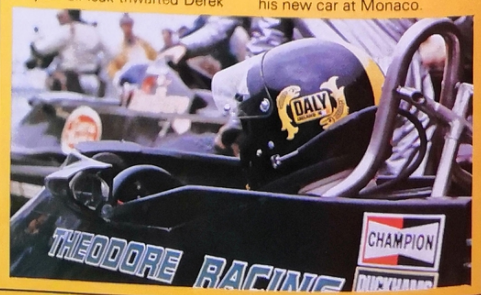
MERZARIO

Merzario-Ford A2/03 :
Arturo Merzario (I)
Merzario-Ford A2/02 :
spare.

Arturo does what he can, and he can still do quite a lot. Unfortunately the same can't be said of his car. *"However,"* he said, *"it's very good, well balanced, a good car. It holds the road well. But with the tyres they give me, I just have no grip. I can't put the power down and can't accelerate properly. I did 42 laps in the last session, really trying hard. Result? Zero."* And Arturo didn't qualify.

TEAM ENSIGN-THEODORE

Ensign-Ford MN 177/6 :
Derek Daly (IRL)
Only an oil leak thwarted Derek Daly's great efforts to qualify. The poor Irishman must have had his heart in his mouth every time under braking, but there was nothing he could do with the old Ensign. It's totally out of date. He still hopes to have his new car at Monaco.



Nouvelle 77D8 pour Golf GTI, Opel, BMW, Fiat, Alfa Romeo
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